

# Latitude 38

VOLUME 142, APRIL 1989

CIRCULATION: 48,000



BULK RATE  
U.S. POSTAGE  
#1026  
PAID  
SO. SAN FRANCISCO  
CALIFORNIA 94080



# FOUR MORE REASONS TO BUY BEFORE MAY 15, 1989 AT D'ANNA!

## BOAT PURCHASES

1. CASH BACK or 9.9% FINANCING\*  
On New AND Used Boat Purchases
2. D'Anna Red Carpet Card  
Big Discounts, Club Facilities, Training

## RENTALS/LESSONS

3. 50% Off Rentals  
(two days for price of one)
4. Free Lessons For Two  
with D'Anna Club Membership



**CS 30**

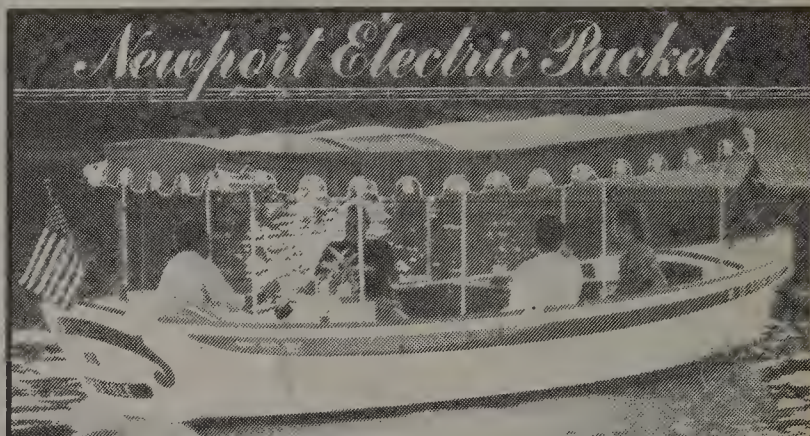
**CS YACHTS: SUPERB QUALITY**  
VOTED BOAT OF YEAR AGAINST YACHTS  
THOUSANDS OF DOLLARS MORE!!

## CS YACHTS

*for the time of your life!*

**30 • 33 • 36 • 40 • 44 • 50**

**CS 40 — one for \$134,000 equipped!!**



**FUN CRUISER . . . QUIET ELECTRIC,**  
HOURS OF CRUISING  
\$19,500 INTRODUCTORY PRICE

**Complete package with  
safety gear, seats 6-8. Plastic glass  
enclosure that rolls up.**

**\$19,500 Introductory Price**



**COOPER 30 • 35 • 42**  
LIVEABOARD & LUXURIOUS AFT CABINS & SEDANS  
FROM ONLY \$690/MONTH



**LORD NELSON 37 • 49 TUG**  
BEAUTIFUL WOODWORK AND UP TO 3,000 MILE RANGE  
FROM \$1090/MONTH

**SALE • CASH BACK • SALE • CASH BACK • SALE • CASH BACK • SALE • CASH BACK • SALE • CASH BACK • SALE • CASH BACK**

ENDS 5/15/89

**NEW OR USED, NOBODY BEATS THE DYC RED CARPET PROGRAM!!**

**D'ANNA**

YACHT CENTER, INC.

**11 EMBARCADERO WEST • OAKLAND, CA 94607**

**(415) 451-7000 (800) 262-5959**

\*SELECTED VESSEL OAC

SEE OUR BROKERAGE SPECIALS ON PAGE 45



# A Sabre's Edge!



COURTESY CHARLES THOMSON YACHTS

**TICA LINDA\***

Every year the Sabre owners in the Bay Area get together for the San Francisco Sabre World Cup, the kind of race we all enjoy — congenial, sportive — ending in dinner and entertainment for all the competitors.

The current champion is "Tica Linda," which means pretty lady, a Sabre 34 owned by Allen Beales. Allen's choice of boat and selection of sails — mainsail, furling jib and furling genoa from Pineapple Sails — reflect his appreciation for fine quality and superior performance. "Tica Linda" is equipped to cruise through the fleet.

Whether you too race annually, weekly or only when there happens to be another boat nearby, you need great sails to pass your most worthy competitor.

Pineapple Sails!

DEALER FOR: Henri-Lloyd Foul Weather Gear • Headfoil 2

Sails in need of repair may be dropped off at:  
Svendson's in Alameda • West Marine Products in Oakland



**PINEAPPLE SAILS**  
**(415) 444-4321**

\*Powered by Pineapples

**123 SECOND STREET, OAKLAND, CALIFORNIA 94607**



# Yes you can...

- Own a top quality Bénéteau or Pearson sailing yacht for about the same price as an ordinary boat.
- Still get a good interest rate and 20 year terms.
- Trade in your existing boat.
- Write off the interest payments on your new yacht because the tax laws classify it as a second home.

- Get a true sailaway yacht including electronics, VHF, Roller furling, self-tailing winches, stove, anchor and safety package, full commissioning, and more at tremendous BOAT SHOW SAVINGS!
- Place a boat in a charter program and get guaranteed income.

*Yes you can* come to Passage Yachts and know that you will get the best service and the largest selection of new sailboats in Northern California, the best financing packages, and the best value for your money.

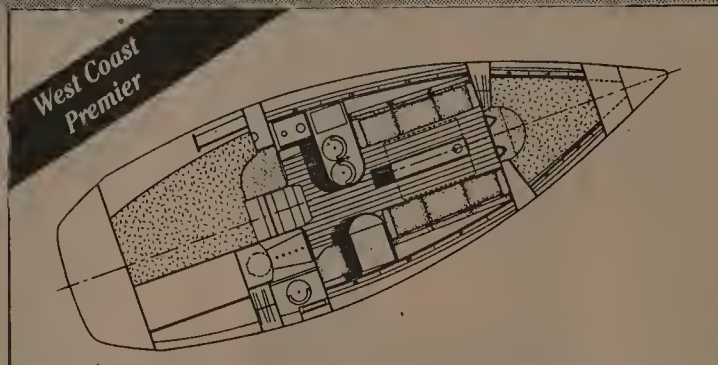


1220 Brickyard Cove Rd. Pt. Richmond, CA  
(415) 236-2633 • (800) 233-4048  
FAX (415) 234-0118

## BÉNÉTEAU FIRST SERIES

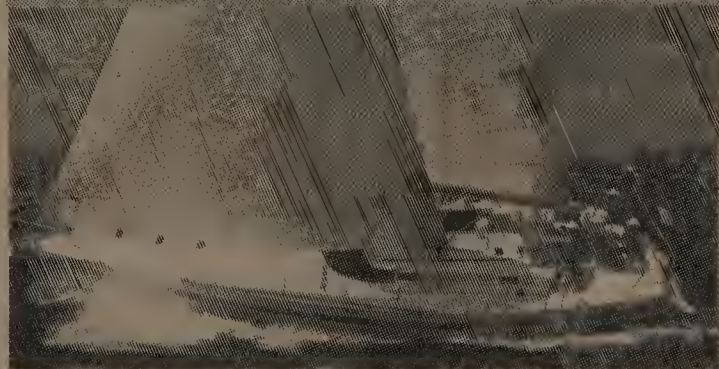


First 35s5. Regularly \$95,980. Special Boat Show price \$89,950.

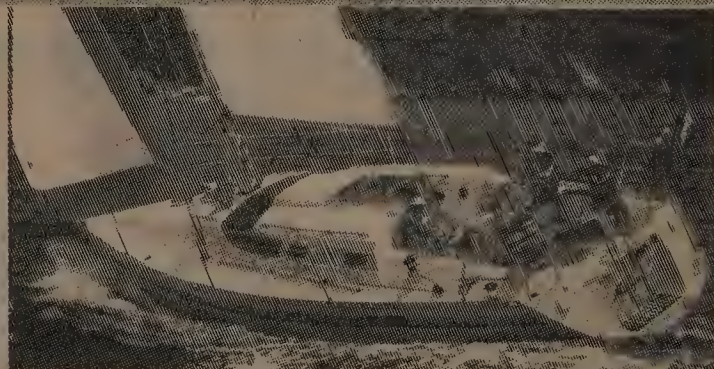


First 32s5. Introductory price \$69,950.

## BÉNÉTEAU OCEANIS SERIES



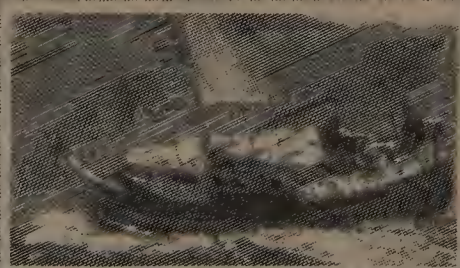
Oceanis 390. Regularly \$135,980. Special Boat Show price \$125,680.



Oceanis 350. Regularly \$94,430. Special Boat Show price \$87,900.

### *Passport Yachts & Mason Yachts.* *The world's finest* *custom cruising yachts.*

We handle all the details for the construction of your ultimate world cruiser from the custom interior layout and rigging plans to full outfitting. Choose the traditional beauty and grace of a Mason 34, 44, 54 or 64 or the contemporary style and elegance of a Passport 37, 40, 41, 42, 44, 47, 49 or 51. Either way you get impeccable workmanship, attention to detail and quality at a very reasonable price.



Passport 42



Mason 44

See all these models at the Northern California Boat Show April 15-April 23:  
BÉNÉTEAU FIRST 235, 285, 32s5, 35s5, 405, 41s5, 51 • OCEANIS 350, 390, 430, 500  
MASON 34, 44, 54, 64 • PASSPORT 37, 40, 41, 42, 44, 47, 49, 51 • PEARSON 27, 31, 33, 34, 36, 37, 39



# CONTENTS

subscriptions	7
calendar	21
letters	31
loose lips	89
sightings	100
ultimate yacht race	120
"kialoa II"	126
sailing widows	130
marine hoses	134
big daddy gets wizzed	138
max ebb: sinking feeling	142
1989 cruising crew list	146
newport-cabo race	152
bounty revisited	164
the world of chartering	166
the racing sheet	178
changes in latitudes	186
classy classifieds	198
advertiser's index	208
brokerage	209

COVER PHOTO: LATITUDE 38/JR  
"Ziping Across the Bay"

Graphic Design: Terri L. Wilder

Copyright 1989 Latitude 38 Publishing Co., Inc.

## BUYERS — We find the right boat for you.

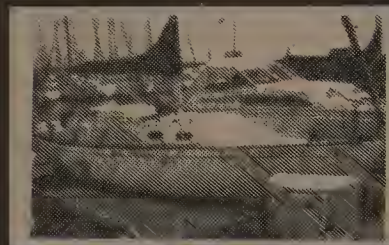
82' Motorsailer	250,000
57' Steel, Abeking & Rasmussen	225,000
54' S&S Aluminum	250,000
51' Bénéteau	299,000
47' Passport	220,000
48' Island Trdr Kelch	149,000
44' Peterson, ctr cockpit	125,000
*43' Gulfstar, Ctr. cockpit (2)	108,500
42' Pearson 424 Ketch	112,000
41' C&C, Race equipped	130,000
*41' Whitby Caribe	45,000
41' Newport	78,000
*40' Columbia	48,500
40' Passport	127,000
40' Bénéteau 405, 1986	119,000
40' Hunter	89,500
40' Olson	139,000
38' Ericson, Loaded	110,000
38' C&C Landfall, Loaded	76,500
38' Farallone Clipper	35,000
*38' Peterson cold mold	75,000
38' Hinkley	88,000
37' Express	(2) 99,000
37' Endeavor	64,500
37' Ranger	42,000
*36' Islander	(2) 49,500
36' Custom, Kauri	99,000
36' Cheoy Lee, Luders	49,000
35' Bénéteau	58,000
35' Santana	54,950
35' Niagra	77,900
*34' Wylie	48,000
*34' C&C	59,000
34' Pearson	68,000
*34' Peterson	34,000
*33' Aphrodite 101	35,000
*33' Pearson, 1987	67,500
33' Dehler	65,000
*33' Ranger, Harken Furling	34,500
*33' Morgan, Diesel, Wheel	38,000
*33' Aphrodite	35,000
*32' Bénéteau 325	88,000
*30' Pearson	(2) 20,800
*30' Catalina	(3) 28,500
*30' Island Bahama	Offers
*30' Cal 3-30	24,950
*30' Baba	59,000
*30' Newport MKII	35,000
*29' Ranger	21,000
*29' Cal 2-29, Diesel	22,300
*28' Pearson	31,500
28' Islander 28, Diesel	29,750
*27' Catalina 27, Mint	15,900
*27' Cal 2-27	(3) 21,000
*28' Pearson	18,200
*28' Intl Folkboat	10,000

### I.O.R. Racing Yachts

40' Bénéteau, "Jazz" 1984	115,000
40' "Pendragon" 1985	225,000
40' Nelson/Marek 1985	225,000
42' "Sprin II" 1987	200,000
43' Frers "Shockwave"	200,000
43' Frers "Abduction"	155,000
45' Frers "Camouflage"	200,000
48' Frers "Golden Bear"	150,000
48' "Blade Runner" 1985	275,000
50' Frers "Fujimo" 1985	485,000
54' Frers "Jubilation"	450,000
55' Nelson/Marek	300,000
55' "Emotional Rescue"	475,000



**Pearson 30.** Two to choose from. Wheel or Tiller. Top Quality and each in excellent condition. From \$20,800.



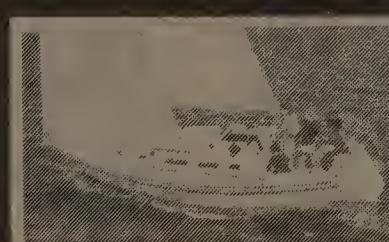
**Ranger 33.** Harken furling. Auto-pilot. Refrigeration. All lines led aft. Gary Mull design. \$34,500.



**Pearson 424.** Stiff cruising ketch. Partial list includes radar, furling jib, electric windlass. Spic and span. \$112,000.



**Islander Bahama 30.** Very clean. Diesel. wheel. Year's free berthing. Offers.



**Pearson 33.** 1987 Excellent condition at a very attractive price. \$67,500.



**Morgan 33.** Spacious teak interior. Perkins diesel. Wheel steering. Furling jib. \$38,000.



**Gulfstar 43.** Center cockpit cruising vet. Outstanding buy, reduced to \$69,900.

**Passage Yachts**  
INC.

1220 Brickyard Cove Rd.  
Pt. Richmond, CA 94801  
(415) 236-2633  
(800) 233-4048  
FAX: (415) 234-0118



# WE CAN PUT NEW WIND INTO YOUR OLD SAILS.

Whether it's the tiniest rip or a luff-to-leech tear, just call Karen. If you're ready to convert to a roller reefing system, just call Karen. How about a conversion to longer battens? Just call Karen. Why? She happens to be one of the best sail repair experts on the Bay. With almost ten years experience at some of the best known lofts. And because she's an ocean veteran, she speaks your language. She understands you have your own



Karen Anderson



**Putting you first.**

Alameda Marina - Building 32 - 2035 Clement Ave., Alameda, CA 94501

sailing style, your own unique repair needs. She also happens to be backed by a thorough, experienced support team, a full compliment of on-premise equipment, and a fast sail collection & delivery service. If your sails have lost their shape, Karen will introduce you to Howie Marion. He'll recut your sails for optimum performance. So if you're looking to put new wind into your old sails...that's right, just call Karen. **(415) 521-8474**

**HAVING A BAD DAY?  
WE'RE THERE WHEN  
YOU NEED US MOST!**

*Boettcher and Murray  
Ocean Marine Underwriters*

**YACHT INSURANCE**

"Correct Coverage for the  
Lowest Premium"

**(800) 343-4292**

Phil Murray

Buzz Boettcher

**YOUR FOUL WEATHER FRIENDS!**





# SUBSCRIPTION

- ☐ Enclosed is \$45.00 for one year  
First Class Postage (Delivery Time 2 to 3 days)
- ☐ Enclosed is \$20.00 for one year  
Third Class Postage (Delivery Time 2 to 3 weeks)
- We regret that we cannot accept foreign subscriptions.  
Please allow 4 to 6 weeks for processing.*

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

## DISTRIBUTION — Northern California

- ☐ We have a distribution point in Northern California which will distribute copies of Latitude 38. Enclosed is our name and street address. Copies will be sent via UPS at no cost to the distributor.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone Number \_\_\_\_\_

## DISTRIBUTION — Outside Northern California

- ☐ Please send me further information.

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone Number \_\_\_\_\_

# Latitude 38

*"we go where the wind blows"*

Publisher & Executive Editor ..... Richard Spindler  
Co-Publisher ..... Kathleen McCarthy

Managing Editor ..... John Riise  
Associate Editor ..... Rob Moore  
General Manager ..... Karen Bengtsson  
Production / Office Manager ..... Terri L. Wilder  
Advertising ..... John Arndt  
Advertising ..... Mitch Perkins  
Classy Classifieds / Production ..... Colleen Levine  
Production ..... Suzanne Tumicki  
Bookkeeping ..... Kay Rudiger

P. O. Box 1678, Sausalito, CA 94966  
(415) 383-8200 FAX: (415) 383-5816

## SAVE ON ALL THE NEW PEARSONS AT THE NORTHERN CALIFORNIA SPRING BOAT SHOW • APRIL 15-23



**Pearson 39.** A beautiful, hand finished performance cruising yacht that demonstrates American craftsmanship at it's best. Built for a lifetime of pleasure. Regular price: \$166,980. Special Boat Show price: \$156,900.



**Pearson 37.** The Pearson 37 defines a whole new level of comfort and ease of handling in a modern performance cruiser. The interior is pure luxury and comfort. Her self-tacking jib, roller furling, and single line reefing makes for effortless sailing! Regular price: \$157,000. Special Boat Show price: \$147,500.



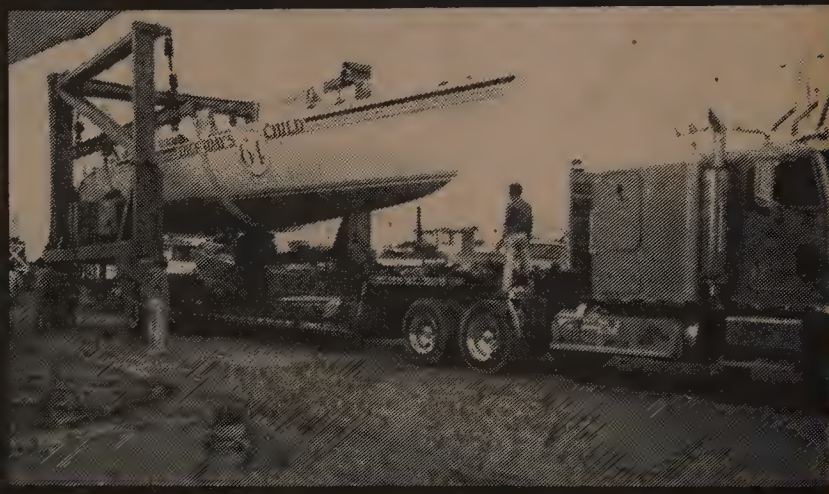
**Pearson 31.** For quality and features, no 31 foot on the market can beat the Pearson 31. Standards such as harken roller furling, self tailing winches and single line reefing make her a dream to sail. A spacious interior and impeccable workmanship add to an already great value. Regular price: \$77,850. Special Boat Show price: \$72,500.

  
**Passage Yachts**

1220 Brickyard Cove, Pt. Richmond, CA 94801  
(415) 236-2633 • (800) 233-4048 • FAX (415) 234-0118



# WHAT CAN WE DO FOR YOU?



**Handling the World's  
Champions!**

**No Worries Mate!**

310 West Cutting Boulevard  
Richmond, CA 94804  
(415) 234-7960



# Mariner Square Open House & Boat Sale

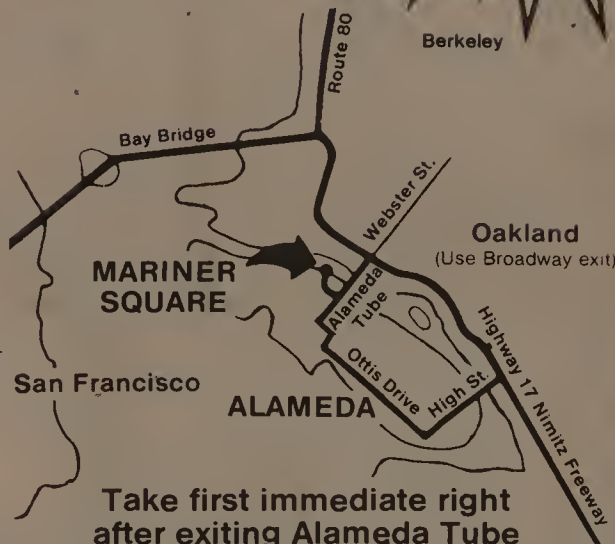
**New  
&  
Used**

## Our Annual Rites Of Spring

It's another great opportunity that comes once a year to catch some terrific sails and mighty power boats. (over 125 New & Used, to be exact)

For 10 days, we will be open from 11 am to sundown and the admission is free. Stop by. We have enough selection here that 'll keep you excited for 10 days or at least until next spring.

**April 15-23**



## Mariner Square Yachting Center

Mariner Square, Alameda, California 94501

THE FOLLOWING PAGES REPRESENT THE DEALERS THAT WILL BE PRESENT AT THE SALE.

### The Bay Area's Most Complete Boating Facility

#### San Francisco Bay Yachting Center

Kensington Yacht  
& Ship Brokers  
**415/332-1707**

Nor Cal  
Yacht Sales  
**415/523-8773**

Mariner  
Boat Yard  
**415/521-6100**

Hugh Jones  
Yacht Sales  
**415/523-5661**

Star Marine  
Electronics  
**415/769-STAR**

John Beery  
Yachts  
**415/523-8500**

Yegen  
Marine Financing  
**415/523-7301**

North  
Sails  
**415/522-5373**

J-Boats  
**415/522-0545**

Rampej  
Cellular Phones  
**415/521-5544**

Island  
Yacht Sales  
**415/865-6208**

Repo Hotline  
**415/523-8502**

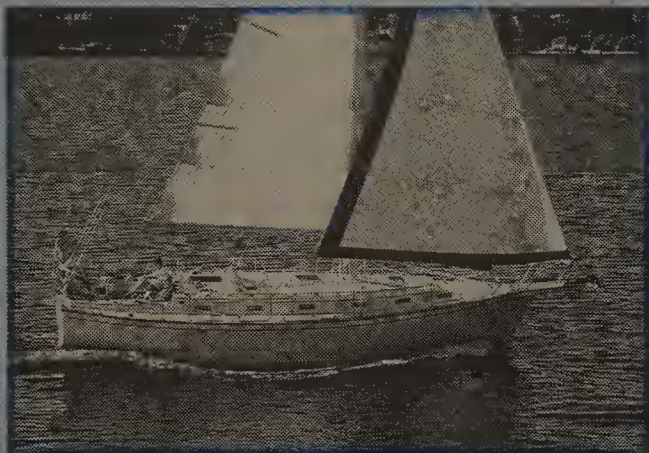
Helms Yachts  
**415/865-2511**

Club Sail  
Instruction - Charters  
**415/522-7423**

Farrallon  
Yachts  
**415/523-6730**

Cruising  
World  
**415/521-1929**





ISLAND PACKET 38

## OVER 90 STANDARD FEATURES!

Delivered in the Waters of San Francisco Bay

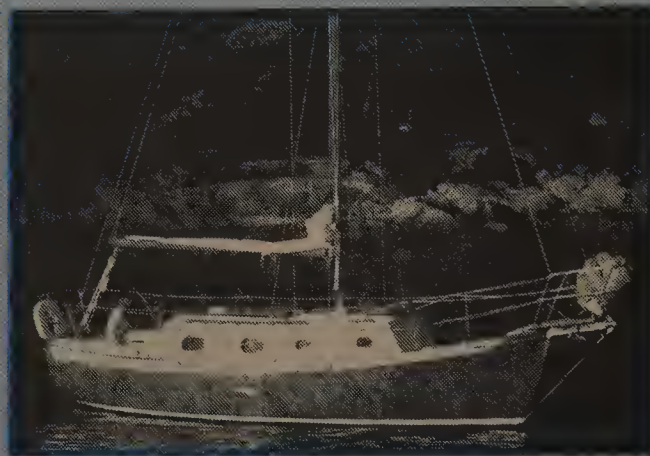
**ONLY \$134,500** *plus tax*  
Island Packet gives you great value  
in a modern traditional hull

These would be options on other boats!!  
Included also are: Knotmeter, Fathometer, VHF,  
Anchor Package & Safety Package —

*Island Packet Available at Alameda Office Only*

**PACIFIC  
SEACRAFT  
ORION 27 MKII**  
JUST DELIVERED!  
*Rugged World Cruiser  
with Exciting Performance.*

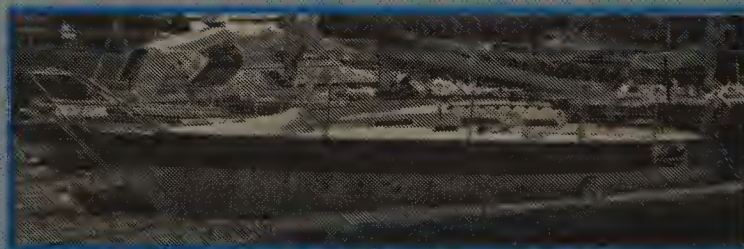
Call Today to Arrange a Private Viewing  
of this Finely Crafted Yacht.



DANA 24



FLICKA  
2 TO CHOOSE FROM  
OWNERS ANXIOUS



SANTANA 35  
RACE READY  
BEST BUY ON MARKET



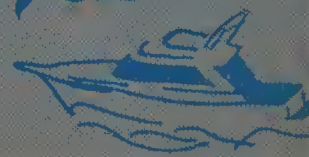
CHEOY LEE 40  
TRADES WELCOME  
READY TO CRUISE



EXPLORER 45  
CUTTER RIGGED CRUISING BOAT  
OWNER WILL CONSIDER FINANCING



# Cruising World Yachts



2415 Mariner Square Drive, Alameda, CA 94501 (415) 521-1929  
1500 Quivira Way, San Diego, CA 92109 (619) 222-0400  
FAX: 4155226198



## FEATURED YACHT

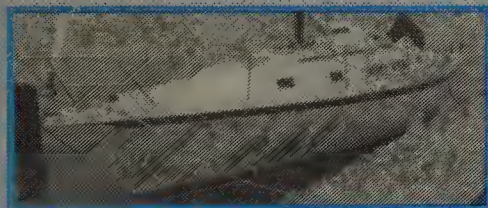


### CUSTOM PERRY 36

ACCORDING TO BOB PERRY:

"Probably my favorite design... extremely good performance... meticulously built." She's all that and much more. Extensive inventory would allow you to cruise away today! Immaculately maintained. Truly the closest you'd find to a perfect cruising yacht.

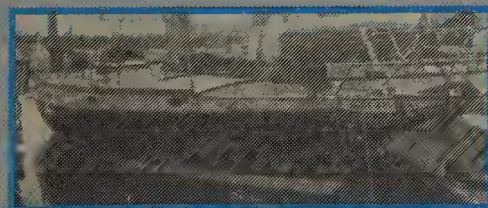
**PETERSON 44**  
ROOMY LIVEABOARD  
CENTER COCKPIT  
GREAT OFFSHORE SAILING  
CHARACTERISTICS



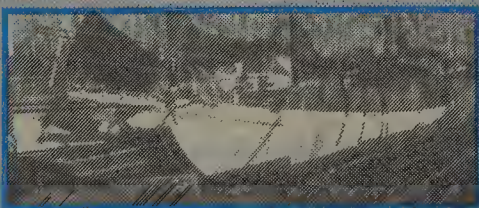
**ERICSON 32**  
VERY CLEAN  
WELL EQUIPPED



**BALBOA 26**  
TRADE-IN  
MAKE US AN OFFER



**ERICSON 36C**  
FLUSH DECK OFFSHORE CRUISER  
OWNER TRANSFERRED & MUST SELL



**INGRID 38**  
FAMOUS ATKINS DESIGN  
RUGGEDLY BUILT FOR DEEP WATER



**SUN 27**  
ROOMY FAMILY DAY SAILOR  
CLEAN WITH ANXIOUS SELLER



**GURNEY**  
CUSTOM HUISSMAN BUILT  
ALUMINUM CRUISER

### SELECTED SAIL BROKERAGE

20' FLICKA	2 FRM 21,500
21' FREEDOM	2 FRM 12,900
23' AQUARIUS	2,950
25' CUSTOM BAHAMA	17,900
25' HUNTER	14,900
25' PACIFIC SEACRAFT	17,500
26' CHEOY LEE Frisco Flyer III	13,500
27' H-27	OFFERS / 15,000
27' SUN	17,500
28' O'DAY	25,000
29' ERICSON	19,500
30' BABA	61,000
30' COLD-MOLDED MULL	29,950
30' ERICSON	27,500
30' ISLANDER MKII	26,500
30' S2-C	44,000
30' WILDERNESS	OFFERS
31' MARINER	34,500
32' ERICSON	54,000
32' FREEDOM 32	79,500
32' WESTSAIL	59,500
33' FREEDOM	69,500
33' GURNEY ALUMINUM	49,000
34' ISLANDER	29,995
34' PEARSON	64,900
35' BRISTOL	59,500
35' CHEOY LEE 35	59,500
35' SANTANA	39,500
36' ERICSON CRUISING	65,000
36' FREEDOM	139,950
36' ISLANDER	42,000
36' WHITE WING	94,950
40' CHEOY LEE OFFSHORE	59,500
44' PETERSON CUTTER	109,000
45' BREWER KETCH	80,000
45' EXPLORER	100,000
47' VAGABOND KETCH	125,000
48' CAL	115,000
48' S&S	129,500
52' GARDEN MONK	110,000
52' IRWIN KETCH	145,000
65' FARR SHARPIE — New	INQUIRE

### SELECT POWER BROKERAGE

19' CHAPPARAL W/TRLR	15,950
20' BERTRAM	13,950
20' CARRERA SPRINT W/TRLR	18,950
25' WELLCRAFT 248	17,500
26' CRUISERS CHALET V	28,000
26' BLACKMAN; new, loaded	OFFERS
26' VEE SPORT	39,500
28' UNIFLITE	39,995
30' SEA RAY FB	39,995
29' CRUISERS, INC.	69,500
31' PACEMAKER SBSF	29,500
31' CHRIS 315 SEDAN	87,000
31' RAMPAGE — DEMO	129,500
33' CRUISERS, INC. 3370	79,950
36' STEPHENS TRI	49,500
38' LAGUNA FB EXP	89,500
40' BAYLINER MY	99,500
44' DEFEVER	169,000

# Cruising World Yachts

2415 Mariner Square Drive, Alameda, CA 94501 (415) 521-1929  
1500 Quivira Way, San Diego, CA 92105 (619) 222-0400  
FAX: 4155226198







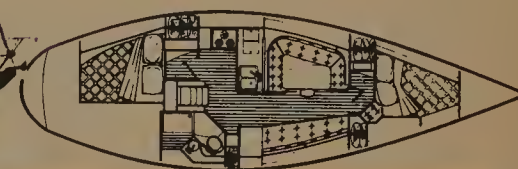
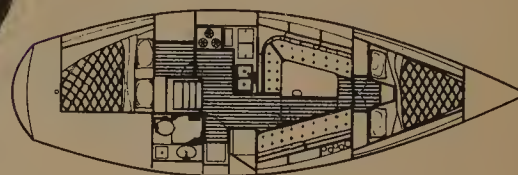
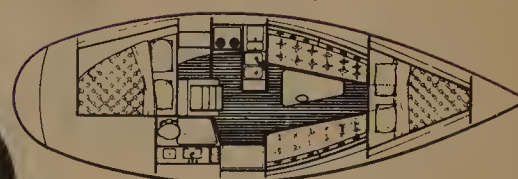
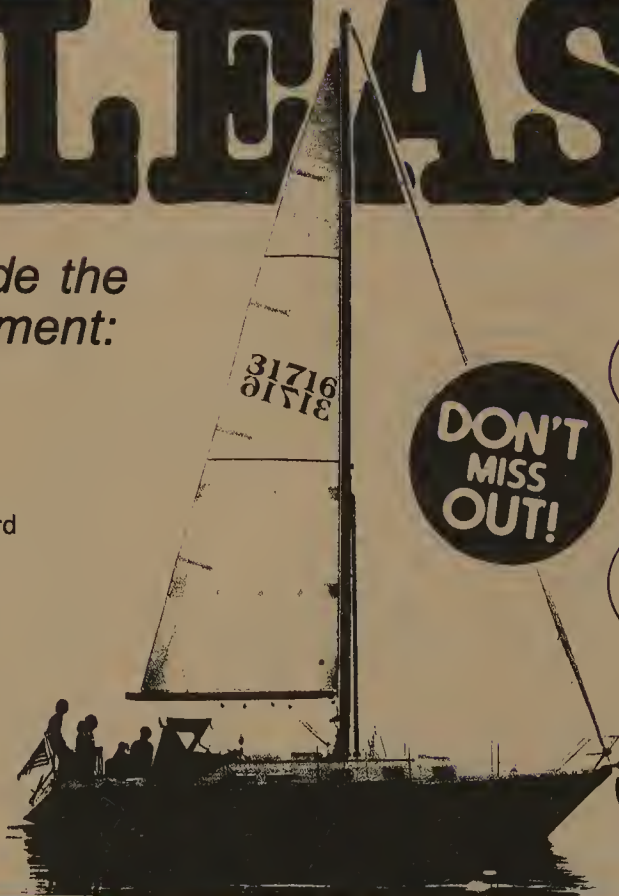
# ATTENTION, PLEASE!

*All prices include the following equipment:*

Standard Boat  
Freight  
Boom Vang, center type  
Curtains  
Overboard Discharge  
Propane Stove in lieu of standard

All Self-tailing winches in lieu of standard  
VHF Cables in mast and boat  
Harken roller furling system  
North main and 110% jib

Sail Cover  
Halyards aft  
Standard or upgrade fabric  
Datamarine Knotmeter & Depthfinder



## ERICSON 32-200

**\$63,995**

LOA	2 available	32'6"
L-WL	with freight	25'10"
Beam		10'10"
Draft		
Deep		6'1/2"
Shoal		4'4"
Wing		4'5"
Displacement		9800#
Ballast		4200#
Auxiliary		Dsl 23 HP
Fuel		22 Gal
Water		30 Gal
Water (Optional)		20 Gal
Masthead Rig		
Total Sail Area		496 Sq Ft
100% Fore Triangle		289 Sq Ft
Main		207 Sq Ft
I		42.0'
J		13.75'
P		36.0'
E		11.5'

Prices and specifications subject to change without notice

## ERICSON 34

**\$79,950**

LOA	3 available	34'10"
LWL	with freight	29'0"
Beam		11'4"
Draft		
Deep		6'2"
Shoal		4'11"
Wing		5'0"
Displacement		13000#
Ballast (lead)		5200#
Auxiliary		Dsl 23 HP
Fuel		30 Gal
Water		40 Gal
Water (Optional)		25 Gal
Masthead Rig		
Total Sail Area		595 Sq Ft
100% Fore Triangle		345 Sq Ft
Main		250 Sq Ft

**100% FINANCING/OAC  
TRADE-INS ACCEPTED**

## ERICSON 38

**\$96,495**

LOA	2 available	37'8"
LWL	with freight	30'6"
Beam		12'
Draft		
Wing		5'0"
Shoal		4'11"
Deep		6'6"
Displacement		15500#
Ballast		6300#
External		5500#
Wing		6400#
Auxiliary		Dsl 3 cyl 32 HP
Water		55 Gal
Water (Optional)		35 Gal
Fuel		54 Gal
Masthead Rig		
Total Sail Area		709 Sq Ft
100% Fore Triangle		406 Sq Ft
Main		303 Sq Ft
I		50.0'
P		43.25'
E		14.0'
J		16.25'



**DEALERS FOR: ERICSON • OLSON • JEANNEAU • DONZI**  
**Quality Brokerage**

**(415) 523-8773**

2415 Mariner Square Drive  
Alameda, CA 94501

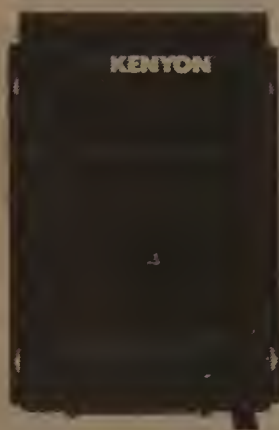


**SHHHHH!!!!**

Don't run that Generator  
When you leave the shore,  
Don't leave the power, use

## KENYON'S SHOREPOWER INVERTER SYSTEMS

SAVE  
\$200



### System I

List Price:

\$1095

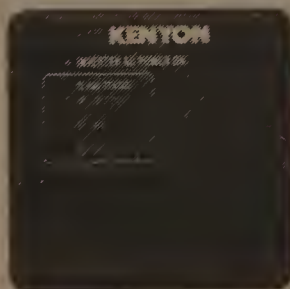
**Sale  
Price:**  
\$895

SAVE  
\$300

### System III

List Price: \$1295

**Sale Price:**  
\$995



Kenyon Inverter Systems takes 12 volts DC power and converts into 110 volts AC power!!!

Kenyon Shorepower Inverter Systems have 1500 watts of power and weighs only 9 pounds to help make installations easier. There are five separate systems to choose from depending on your boating needs . . .

Call STAR MARINE ELECTRONICS with any questions on Kenyon Inverter Systems.



**STAR MARINE ELECTRONICS**  
**(415) 769-STAR**

2415 Mariner Square Dr. Alameda, CA 94501

**NOW ON DISPLAY**

**/// Jeanneau**

**EUROPE'S PREMIERE  
BOATBUILDER**



**KEVLAR**  
energized

**JEANNEAU 41 SUN LEGEND**

**JEANNEAU 12.50 (41) VOYAGE**

**JEANNEAU 44 SUN MAGIC**

Elegance abounds from stem to stern on the newest performance hulls from the tables of Europe's noted designers. With powerful hull shapes and a new stern design to suit every cruiser's needs — centerboard option available.

The hulls of the new Jeanneau's are laid up by hand using "Aramat K 9035", a Kevlar-reinforced fiber which gives more than twice the strength of conventional fiberglass — a Jeanneau exclusive.

Jeanneau is the perfect blend of technology and traditional craftsmanship; the advantages of computer-aided design and modern highly-developed materials are combined with a superbly hand-crafted interior in teak to give a sumptuous live-aboard atmosphere.

**NORCAL**  
YACHTS

2415 Mariner Square Drive  
Alameda, CA 94501  
**(415) 523-8773**



MARINER SQUARE YACHTING CENTER ▲ MARINER SQUARE YACHTING CENTER ▲ MARINER SQUARE YACHTING CENTER

# THE NATION'S LEADING BOAT FINANCING SOURCE



---

FIXED AND FLOATING  
RATES AVAILABLE\*

---

IN CALIFORNIA, CALL TOLL-FREE: 1-800-972-6517.  
WITHIN AREA CODE 415, CALL 523-7301.  
ASK FOR JOAN BURLEIGH

---



## YEGEN MARINE

A DIVISION OF YEGEN ASSOCIATES, INC. · BRINGING BORROWERS AND LENDERS TOGETHER SINCE 1935

*Yacht Financing for America.*

**(415) 523-7301**

2402 MARINER SQUARE • SUITE 2A  
ALAMEDA, CA 94501

**(714) 754-7400**

695 TOWN CENTER DRIVE • SUITE 260  
COSTA MESA, CA 92626

**(800) 972-6517 (IN CA ONLY)**

---

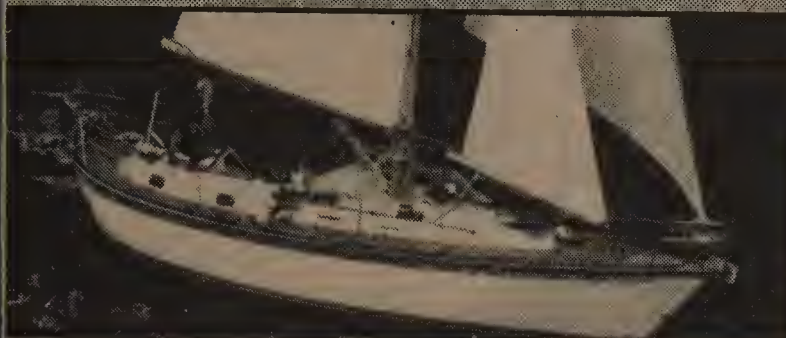
OFFICES LOCATED NATIONWIDE: BOSTON, MASSACHUSETTS • SOUTH NORWALK AND WESTBROOK, CONNECTICUT  
FAIR LAWN AND BRIELLE, NEW JERSEY • CENTRAL ISLIP, NEW YORK • ANNAPOLIS, MARYLAND • WASHINGTON, NORTH CAROLINA  
FT LAUDERDALE, ST. PETERSBURG AND STUART, FLORIDA • SCHAUMBURG, ILLINOIS • BIRMINGHAM, MICHIGAN • VERMILION, OHIO  
COSTA MESA, ALAMEDA, MARINA DEL REY AND SAN DIEGO, CALIFORNIA • HOUSTON, TEXAS • SEATTLE, WASHINGTON  
CALL 1-800-524-2628 OR THE ABOVE OFFICE MOST CONVENIENT TO YOU.

\*Yegen Marine loans are secured by the yacht.





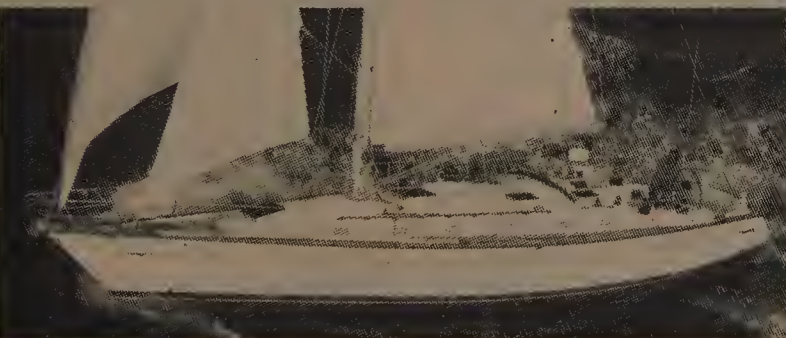
**ON DISPLAY AT THE MARINER SQUARE SHOW**  
**IF YOU HAVE BEEN WAITING TO BUY . . . NOW IS THE TIME!**  
**FACTORY OFFERS CASH REBATES FOR SPRING SALE**  
**(March 25 to April 25)**



**TAYANA 42** Cutter A true bluewater cruiser. A blend of all the best ideas. Strong rugged ultimately safe. Yet trim enough to be a lively performer. Aft cabin, aft cockpit and now the new Pilothouse. Sailaway **\$135,000.** fab Alameda.



**TAYANA 37** Cutter In stock a smartly designed tri-cabin liveaboard. Warm and comfortable. 6-ft of hanging closet space. Come and see why more than 600 cruising sailors have chosen the 37 as their home at sea. Our demo boat loaded: **\$106,500.**

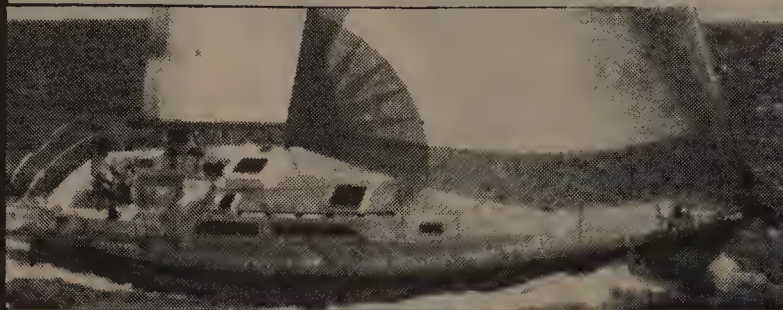


**TAYANA 52** Cutter Sleek Fast — a Stunning Performer! Robert Perry's best design ever! Aft cabin, aft cockpit . . . from **\$214,000.** ready to go sailing. Rebate savings \$7,000.

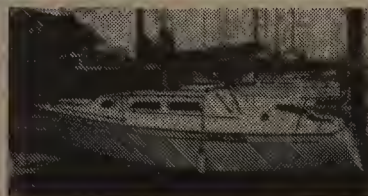


**TAYANA 47** Cutter New aft cabin design by Robert Perry. We need a demo. Consider a joint venture with us. We will pay a large part of the costs. You can save 70% or more of your boats costs. **\$192,000.** Factory rebate \$7,000.

## NORSEMAN



**NORSEMAN 400** High performance cruising at its best. Fast, Light, Lively the ultimate in offshore design. Lush, Comfortable, Uncompromising, without a doubt the best made. See for yourself why no other boat company can make such claims. Custom interior changes to owner specifications.



**US-27 1982.** Beautifully maintained, fun to sail, loaded with gear, Volvo diesel engine, a full sail inventory, full spinnaker gear, stiff, roomy Bay cruiser. A steal at \$17,500.



**MAPLELEAF 48 Super Bay!** Huge boat, new roller furling, autopilot, Combi system, aft cabin, twin cockpits, hord wind screen; full cockpit enclosure, refer. \$119,000.



**HUDSON 44 KETCH** Needs a little work . . . in fact a lot of work. Owner's a little late on the payment . . . in fact, a lot late. In fact, if you wait it won't be here. Try \$59,000.

21' FREEDOM w/trlr	12,995
23' RANGER	5,500
30' ISLANDER	22,500
31' MARINER ketch	36,000
31' SEAFARER new diesel	17,500
31' RUSTLER full keel	39,995
31' PEARSON '78	37,500
35' SANTANA	55,000
36' CASCADE cruise ready	59,000
37' TAYANA MKII '85	109,000
39' ERICSON oct cabin	79,900
40' NORSEMAN	199,000
40' VALIANT JPH	129,000
41' MORGAN	71,500
42' US-42 PH	114,500
43' COLUMBIA	74,900
44' PETERSON aft cabin cutter	120,000

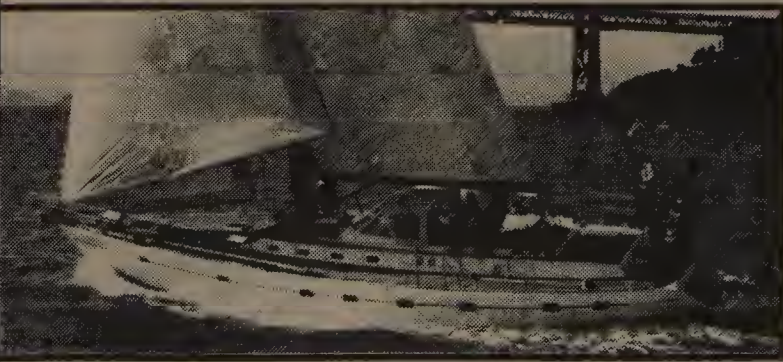
44' HUDSON ketch	79,000
45' DUFOUR M/S	149,000
53' NORSEMAN	637,000
55' TAYANA aft saloon	350,000

WE BUY AND RESELL USED BOATS  
 if you want to cash out quickly — call us



# Helms

**Yacht & Ship  
 Brokerage and Services  
 (415) 865-2511  
 2415 Mariner Square Drive  
 Alameda, CA 94501**



**TAYANA 55** Cutter Center cockpit, disp 48,400 lbs, 16'11" beam, draft 7'2", 17,600 lbs ballast, 1,635 sq ft sail area. Pieter Beeldsnider design. Speed with extraordinary ease in handling, even by two people A tall rig cutter with great sail carrying capacity which will allow the yacht to reach her inherent high speeds on all points of sail. **\$256,000** fab Alameda.



# J FEST WEST

at Mariner Square Boat Show  
April 15 and 16

**J**  
**24**

**J**  
**29**

**J**  
**35**

One-Design Fun on short course racing in the Alameda Estuary. It's the Annual Spring Tune-Up Regatta for three of the Bays most popular J/Fleets. Interested in joining? Join us for a test sail and you'll begin to understand the fun and excitement of America's #1 One-Design Fleets.

New & Used Boats Available In All Fleets

Call The Folks At  
**J BOATS**

**J BOATS**  
**WEST**

(415) 522-0545



## REPO HOTLINE

SIZE	MFG	YR	DESCRIPTION/COMMENTS	VALUE	HIGH BID
<b>POWER BOATS</b>					
16'	STARCRAFT		115hp a/b, trailer	5,000	3,500
17'	BEACHCRAFT	'87		10,000	6,000
17'	MARLIN	'83	Mercury 70 hp	8,200	2,800
19'	WELLCRAFT	'87	Mercuriser 165, trlr	15,000	6,500
23'	WELLCRAFT	'85	O/8 Sportfisher, tandem trailer	19,000	14,000
25'	FARALLON	'80	Fishing boat, Volvo diesel	25,000	18,500
30'	SEARAY	'88	Sundance twin Cruisadors, new	97,000	40,500
53'	BAGLIETTO	'71	Twin GM8V71	110,000	67,000

<b>SAILBOATS</b>					
28'	ERICSON	'87	Diesel, lines led aft	47,000	30,000
28'	TARTAN	'86	Yanmar dsl, lines led aft	48,000	20,300
30'	ERICSON	'80	Yanmar diesel, 12 hp, VHF	27,000	22,500
31'	KNUD REIMERS	'47	Plenty of sails	20,000	9,000
38'	CATALINA	'80	Diesel, electronics	42,700	

### SOON TO BE RELEASED:

38' TOLLYCRAFT, '65 • 34' BAYLINER, '87 • 30' SEARAY

Unless otherwise noted, all boats are located in our storage yard, or at our docks  
AT MARINER SQUARE IN ALAMEDA. CALL IF YOU NEED DIRECTIONS TO OUR OFFICE—  
(415) 523-8502 (data furnished is believed to be correct but is not guaranteed).

UNLESS OTHERWISE NOTED, ALL BOATS ARE LOCATED IN OUR STORAGE  
YARD, OR AT OUR DOCKS AT MARINER SQUARE IN ALAMEDA

CALL IF YOU NEED DIRECTIONS TO OUR OFFICE—(415) 523-8502  
(THE DATA FURNISHED IS BELIEVED TO BE CORRECT BUT NOT GUARANTEED)

2415 MARINER SQUARE • ALAMEDA, CALIFORNIA 94501



**HUGH JONES**  
**YACHT SALES**  
CALL (415) 523-5661 OR 523-5692

LIST YOUR BOAT  
WITH HUGH JONES  
GOOD SERVICE—  
ADVERTISING  
ACTION!  
25 YEARS  
EXPERIENCE!

### SOME OF OUR SAIL BOAT SELECTIONS



52' TAYANA Cutter, 1984. Robert Perry design. Customized interior, Perkins 72 hp engine, 7-1/2 KW, really loaded. \$190,000.



43' COLUMBIA Sloop. Diesel eng & aux. gen., club jib. The right electronics, the perfect spacious liveaboard! Asking \$75,000.



39' FREEDOM '83 EXPRESS Ketch rigged, carbon fiber masts, 44hp dsl, spacious interior, nice cond, working sails + mizzen stays'l. Asking \$115,000



37' TAYANA 1985 Mark II Cutter. 33 hp diesel aux, aft stateroom, separate shower, dodger, refig. Sharp. Reduced to \$82,500

OPEN 6 DAYS • CLOSED WEDNESDAYS

27' DUFOUR '75, diesel auxiliary, 4 sails	\$16,500
27' ERICSON '75,	Inquire
27' BUCCANEER '77, big, spacious, must sell	Try \$14,950
27' CATALINA 1974's, budget favorites!	\$10,000
28' DUFOUR MEZZO '84, dodger, 4 sails, Loran. Sharp	\$44,900
28' ISLANDER '77, i/b aux., clean, attractive	\$18,750
29' ERICSON '70, dsl aux, spin, digital instruments, digital instruments, more	\$19,950
30' PEARSON '79, dsl aux, furling jib, electronics	\$27,950
30' BABA cutter, '83, dbl end displ cruiser, sharp	Offers
31' PEARSON '79, i/b aux, 4 sails incl spin, fast	Try \$27,500
32' JEANNEAU, '86	Inquire
34' ERICSON '78, new dsl aux, 8 sails, hyd., AP, Loran, loaded	Try \$36,000
36' PEARSON '85, furling jib, dodger, aft cabin, very nice!	\$93,500
38' PEARSON '84, Perkins dsl, 3 sails, roomy	\$109,500
41' C&C Sloop, '84, 11 sails, new rigging full race	\$175,000
42' TAYANA ctr ckpt ctr, '83, beautiful!	Try \$134,500

2415 MARINER SQUARE DRIVE, ALAMEDA, CA 94501



# Catalina//Morgan

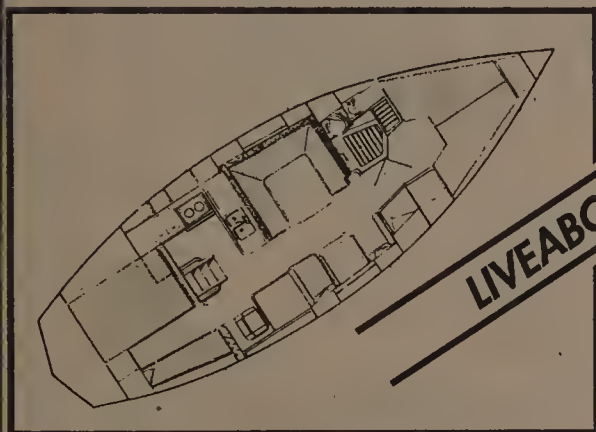
SAN FRANCISCO BAY'S DEALER

CATALINA

22 • 25 • 27 • 30 • 34 • 36 • 38 • 42

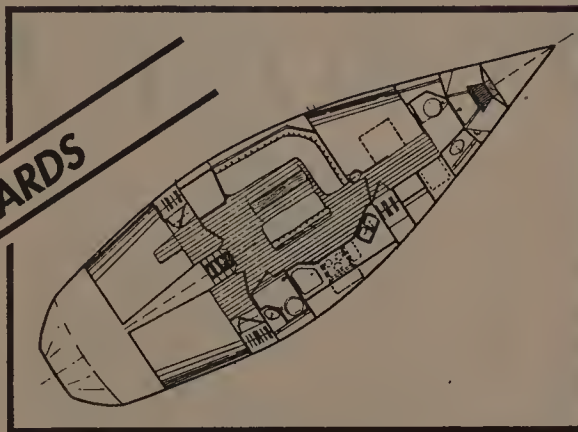
MORGAN

41 • 44



CATALINA 36

A delight to sail and a pleasure to stay aboard. Two private cabins, large galley and dinette. **\$75,000 Complete Sallaway.**



CATALINA 42

Fast and fun to sail with great interior accommodations. Three staterooms, two heads, large galley and suite. In stock and ready for immediate delivery. **\$108,000.**

## BROKERAGE



**1974 CATALINA 27.** Main, jib, storm jib, 150 genoa, VHF, KM, DF, cockpit cushions, Atomic 4 i/b; great shape, great starter. **\$13,200.**



**1974 FISHER 37** Loaded with all the best extras, including radar; very clean. **\$125,000**



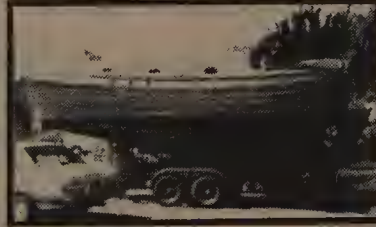
**PETERSON 39** 1979 39-ft Doug Peterson design. IOR boat, lots of gear and sails. Give away at **\$47,500.**



**1976 ERICSON 32** Three headsails, dodger, pedestal, new interior. Clean. **\$29,400**



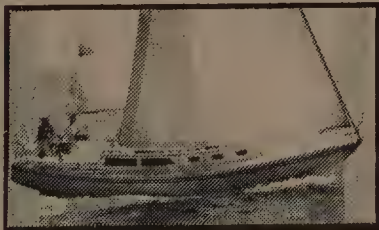
**1984 CATALINA 30.** Dodger, large diesel, pressure water, pedestal and clean. **\$38,995**



**1987 NOR'SEA 27** I/B diesel, full keel; clean and ready to sail. **\$24,500**



**NAUTICAT 33** Super clean, cruise equipment. **4114,000.**



**1987 CATALINA 34** KM, DS, WP & WS, spinnaker & gear, furling, i/b dsl. **\$59,500**



**1984 CATALINA 36** Knot, depth, WP & WS, furling, i/b diesel; clean, clean, clean! **\$62,995**

## EAGLE YACHT SALES

### SAIL

'73	CATALINA 22	FROM 3,790
'73	SANTANA 22	6,500
'84	O'DAY	7,945
(2)	RANGER 23	FROM 7,495
'67	O'DAY 23	4,495
(2)	CATALINA 25	FROM 9,995
(3)	CORONADO 25	FROM 4,495
'65	PEARSON 26	9,995
'70	INT'L FOLKBOAT	14,000
(6)	CATALINA 27	FROM 8,995
'73	ERICSON 27	18,500
'69	VEGA 27	14,500
'67	CAL 28	11,500
'71	ERICSON 29	19,995
(3)	CATALINA 30	FROM 27,995
'73	FISHER 30	49,500
'67	COLUMBIA 31	22,500
'70	BRISTOL 33	28,995
'76	CAL 34	38,000
'84	CATALINA 36	59,995
'80	ALLIED 36 KETCH	74,995
'81	CATALINA 38	60,995
'87	MARINER 39	130,000
'82	SWIFT 40 KETCH	94,995
'72	COLUMBIA 43	74,995

### POWER

'87	INTEGRE 46	197,000
-----	------------	---------

**WANTED:**  
Trailerable  
22 & 25  
Listings

## FARALLONE YACHT SALES

### SAIL

'85	NACRA 5.8	4,500
'65	CAL 20	3,900
'75	COLUMBIA 22 W TRLR	5,500
'76	CATALINA 22 W TRLR	5,500
'75	C&C 24	9,500
(4)	CATALINA 25s	11,400
'80	ERICSON 25	11,400
'76	O'DAY 25	11,400
	525 SANTANA	6,500
(5)	CATALINA 27s	13,200
'79	NOR'SEA 27	27,500
'74	MORGAN 28	22,000
'83	CAPRI 30	20,000
(3)	CATALINA 30s	24,900
'84	JEANNEAU	44,500
'79	PETERSON 34	34,000
'84	FISHER 34	109,000
'77	TAYANA 37	72,000
'81	NIGARA	72,000
'75	FISHER 37	125,000
(3)	CATALINA 38s	58,000
'79	HANS CHRISTIAN 43	139,000

### POWER

'73	LAGUNA 38	79,000
-----	-----------	--------

*Eagle Yacht Sales*

Coyote Point Marina, San Mateo (415) 342-2838

*Farallone Yacht Sales*

Mariner Square, Alameda (415) 523-6730

MARINER SQUARE YACHTING CENTER ▲ MARINER SQUARE YACHTING CENTER ▲ MARINER SQUARE YACHTING CENTER

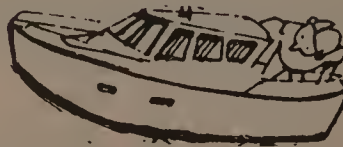




# MARINER BOATYARD

*"Where Service Has Meaning"*

## How's Your Bottom?



Ready for action? Smooth? Desirable?  
Fast? Are you ready for anything?  
Spring is here and so is yachting season!  
For a great bottom, brushed or sprayed,  
call us now!!

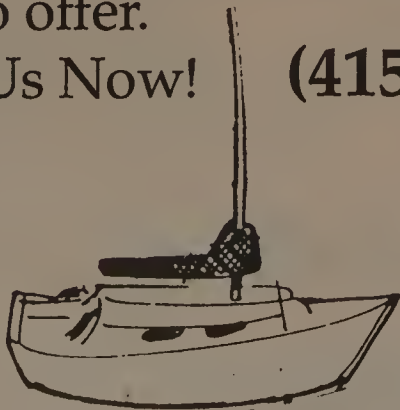
## MARINER BOAT YARD

Specializes in: **OMC Cobra**  
STERN DRIVES

Stern Drives and Power Units.

Our OMC certified mechanic is available to work on all OMC Cobra Sterndrive check-ups and problems. Be ready for all the fun boating has to offer.

Call Us Now! **(415) 521-61200**



Pete Van Inwegen  
Owner/Manager

2415 Mariner Square Drive, Alameda, CA 94501

(Near the Rusty Pelican Restaurant)



# NONSUCH



## WHAT A NONSUCH DOES BEST ... SAIL!



CHARGING TO WINDWARD



FRIENDLY COMPETITION

Nonsuches cruise the world's oceans, win their share of races, sail the coasts and Bay and Delta ... all with only one hassle-free sail and a full crew of one (or, possibly, two).



## AND, THEY'RE NOT BAD AT THIS, EITHER ... OTHER FUN!

Nonsuch sailors sail more often, are not intimidated by strong wind, single-handing their Nonsuches all over the Bay and having more fun doing it ... just ask them.



RAFT-UPS AND PARTIES



FOR CHILDREN OF ALL AGES

PHOTOS BY MILES RINGLE



The San Francisco Bay Nonsuch Association is pleased to welcome the following to our fleet: Paul and Mary Cosper and Nonsuch 26 "Hawk", Helen Gekakis and Gary Baxter and Nonsuch 30 "Walk Softly", Tim and Pat Mitchell and Nonsuch 33 "Hobbes (stealy-eyed and fleet of foot)", Michael Katz and Nonsuch 36 "Fast Lucy", Ester and Bob Sansone and Nonsuch 26 "Cherub", Bob Westerfeld and Nonsuch 22 "Bobcat", and Ernest Lent and Nonsuch 30 "Eudaemon". Thirty Nonsuches now sail on San Francisco Bay.

**SEE ALL NONSUCH MODELS ON DISPLAY AT THE MARINER SQUARE BOAT SHOW,  
APRIL 15-23, OR ANYTIME AT ... A BETTER WAY TO SAIL ...**

**ISLAND YACHT SALES**  
2415 MARINER SQUARE DRIVE  
ALAMEDA, CA 94501

# NONSUCH

by *Hinterfoeller Yachts*

**Call (415) 865-6208 for information**





# KENSINGTON YACHT & SHIP BROKERS

**WEST BAY**  
475 Gate 5 Road, Sausalito  
(415) 332-1707

**TWO  
CONVENIENT  
LOCATIONS**

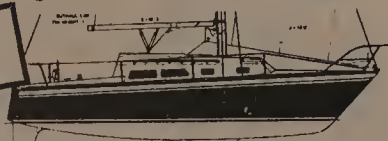
**EAST BAY**  
Mariner Square  
(415) 865-1777

*Exclusive Bay Area Dealer for Newport and Gulf*

**American-Built at  
Affordable Discount Prices**

## newport 30 III

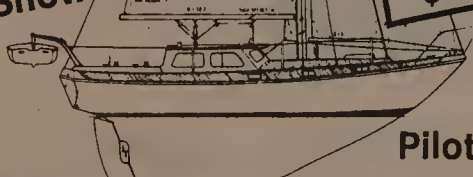
**Sail Away  
\$45,300**



**At the  
Alameda  
Boat Show**

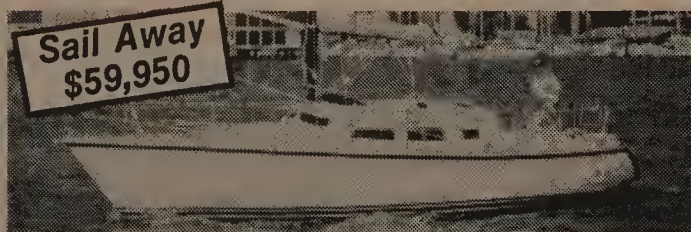
## Gulf-32

**Sail Away  
\$59,900**



**Pilothouse**

**Sail Away  
\$59,950**

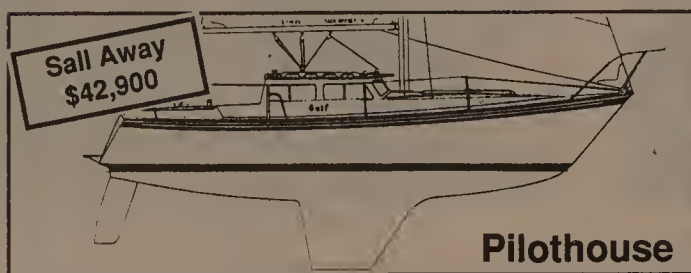


## N-33 Pilothouse

**NEWEST (1988) ADDITION TO THE FLEET**

## Gulf-29

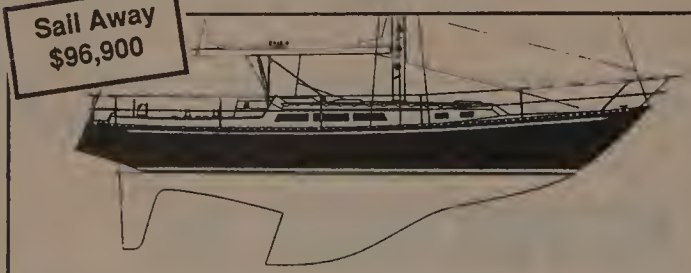
**Sail Away  
\$42,900**



**Pilothouse**

## newport 41-MKII

**Sail Away  
\$96,900**



**Sailaway Includes:** Full electronics (VHF, depth, knot/log, compass); Sails (main & lapper jib). Ground tackle, pedestal steering, full safety package, shore power, pressure h/c water, shower (except N-28); Freight & commissioning; many additional options and installed customized cabinetry, teak sole.



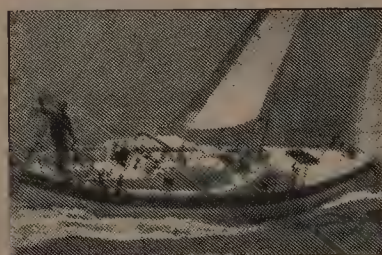
**43' PORPOISE**  
Ketch. Quite possibly the finest 43-footer on the Bay. Nothing spared for ultimate liveboard comfort, beauty and bluewater cruising. Asking \$135,000



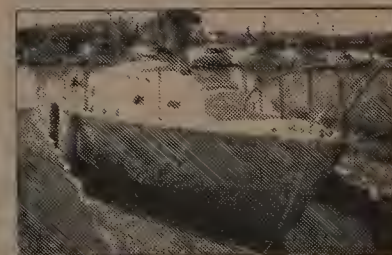
**28' NEWPORT II, '81.** Diesel, newly refurbished in and out; recent survey. Asking \$18,000.



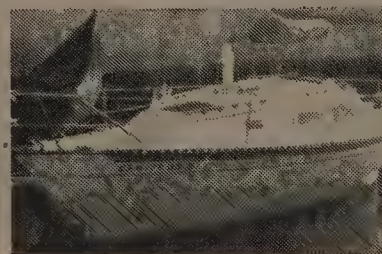
**36' UNION POLARIS, '81.** Like new, low hours; great liveboard cruiser. Asking \$80,000.



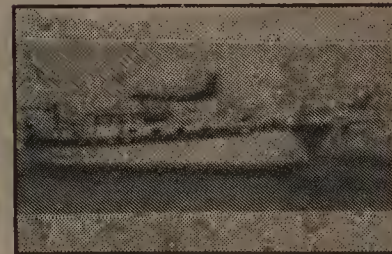
**39' FREYA Cutter, '78.** Trans-ocean vet. Recently refurbished (sistership). Asking \$79,000.



**30' PEARSON, '73.** You should be in such great shape! Asking \$19,500.



**28' ISLANDER, '76.** Diesel, club jib, four sails, clean. Asking \$21,000.



**48' ALL STEEL PH ketch, '81.** Pacific veteran, comfortable & USCG approved for 18 guests. Asking \$225,000.

### SELECTED SAILBOAT BROKERAGE

25' O'DAY & trailer, '77	\$16,500	34' HUNTER, '83	51,000
27' ERICSON, (3) frm	15,900	34' PETERSON slp, '82	44,900
27' EXPRESS & trlr, '82	27,000	35' ERICSON, '79	43,900
27' CS sloop, '79	21,900	36' CHEOY LEE Luders, '76, dsl	49,000
28' ISLANDER, dsl, '76	21,000	36' YAMAHA slp, '81	79,000
28' NEWPORT, '79	16,000	36' ISLANDER, '79, dsl	57,000
28' PEARSON, '85	45,000	36' S-2 (11 meter) slp, '80	63,000
28' DUFOUR, '84	44,000	37' ISLANDER PH, '70, dsl	47,000
30' NEWPORT II, dsl, '79	35,000	38' ERICSON, '82	68,000
30' ERICSON, '80	42,000	39' LANDFALL ctt, PH, '79	75,000
30' PEARSON, '73	19,500	39' NEW ZEALAND slp, '82	69,000
32' ERICSON, '72	27,000	40' STEEL PH M/S, '77	80,000
32' GULF, '84, loaded	52,000	41' NEWPORT, (3) frm	59,000
32' PEARSON 323, '78, dsl	48,000	41' FORMOSA ketch	79,000
33' HUNTER, '79	36,000	45' LANCER PH M/S, '83	125,000
34' ERICSON, 2 from	37,000	45' PORPOISE ketch, '70	80,000



# CALENDAR

## Nonrace

**April 2** — Coronado 25 Association Luncheon Barbecue at the Sausalito Cruising Club. Sailing films, sea stories, good times. Gary Plotner, 848-1375 (home).

**April 2** — Silent auction to benefit the Richmond YC junior program and the San Francisco Bay Sailing Association. 11 dinghies (3 FJs, 4 El Toros, 2 Lasers, a 420, a 470, and a Hobie 14) will be on the block. At the Richmond YC dry storage pen, 9 to 5. RYC, 237-2821.

**April 2** — Introductory sailboat rides offered by the revitalized Lake Merced Sailing Club in San Francisco, 1-4 p.m. Program repeated on May 7. Jeff, 753-1101.

**April 5** — The *Latitude 38* Crew List Party. Corinthian YC in Tiburon, 6-9 p.m. We've combined the racing and cruising crew list parties into one gigantic fun affair this year. Come meet other sailors! \$5 if your name isn't on the list. Call us at 383-8200 for details.

**April 7** — Sailing the Grenadines. A free slide-illustrated lecture by Garth Rawles of Sacramento. Stockdale Marine Theatre, Sacramento. Showtime at 7:30. Stockdale Marine, (916) 332-0775.

**April 8** — Catalina 34 Fleet One Race/Cruise/Dinner/Casino Night at Ballena Bay YC. Willie Flaherty, 846-9339.

**April 11** — "Cruising the Solomon Islands", a slide show and lecture featuring Patrick Albin. Part of an ongoing series of practical lectures and demonstrations presented by Lee Sailmaker representative Donald Bogart-Goring. At the Lee loft in Alameda, 7 p.m., free. Call Donald at 523-9011 to reserve your seat.

**April 12-16** — Sunset Yachts Used Boat Show. Come kick the tires on over 200 experienced yachts for a low \$3 admission fee. At Sunset Yachts in Emeryville, 10 a.m. to 5 p.m. John Zimmerman, 654-9185.

**April 13** — Sunset Series Crew Party. Any excuse for a party, and this one's to get prospective skippers and crew together for the SYC Tuesday night beer can series. Racing videos, hors d'ouvers, and no-host bar. Sausalito YC; 6-9 p.m.; \$7 at the door. Marcia Chavarria, 421-1141.

**April 15** — Spring Open House at the UC Aquatic Center. Meet the staff and check out the center's fleet of sailboats, windsurfers, kayaks and rowing shells. 642-4000.

**April 16** — "Sweet 198 Racing Clinic": for Cal 2-27s, Catalina 27s, Ranger 26s, and Thunderbirds. Racing seminar by Kame Richards, practice race starts, group race, and BBQ. The event is geared towards those with little or no racing experience. Richmond YC, 10 a.m. Karl Dake, 525-4136, or Steve Wilson, 654-8082.

**April 15-16** — Ericson 27 fleet cruise to San Francisco YC. Al Gates, 236-1473.

**April 15-23** — Northern California Spring Boat Show. Power and sail, used and new. Show hours: weekdays noon to 7 p.m.; weekends 10 a.m. to 7 p.m. Sponsored by the Northern California Marine Association; held at Marina Village in Alameda. NCMA, 521-2558.

**April 19** — Free "hands-on" LORAN (Long Range Navigation) seminar presented by Steve Bellanca, national sales manager of Micrologic, in conjunction with West Marine Products. At WMP in Palo Alto, 7-9 p.m. Call 494-6660 for reservations.

**April 20** — *Thursday's Child* slide show, film and seminar. Relive the record-setting assault on Cape Horn with crewmember and design engineer Lars Bergstrom. Sponsored by the Corinthian Sailing Foundation. \$4 donation at the door. Corinthian YC, 7:30 p.m., 435-4771.

**April 22** — Mexican Fiesta and Reunion for the Class of '87/88. Anyone who cruised, crewed or whatever in Mexican waters last year is invited. Slide show, dinner, dancing and mariachis. Vallejo YC, (707) 648-9490.

MARINER SQUARE YACHTING CENTER ▲ MARINER

## YOUR NEW or PRESENTLY OWNED BOAT CAN EARN YOU \$\$\$\$

- EXCELLENT INCOME
- COSTS TAX DEDUCTIBLE
- LOAN PAYMENTS COVERED
- PRIORITY SYSTEM UNLIMITED USE

Openings for New or Presently Owned  
High-Quality 28' to 60' Sail or Power  
Boats for charter program with

# Club Sail

of San Francisco

## EXPERT INSTRUCTION CURRENT CLASSES - OPEN TO ALL

- Fundamentals of Sailing
- Advanced Sailing Courses (12)
- Offshore Voyages
- Coastal Navigation & Piloting
- Electronic Navigation
- Advanced Diesel

*Phone For Details and Schedule*

Club Sail is owned and operated by  
professional skippers with over 15 years  
charter management and instruction experience

New Boat Buyers - Present Boat Owners

Dealers - Brokers

## PHONE FOR INFORMATION

## FREE BROCHURE

## (415) 522-7423

24 Hour Phone - Office Answers 9AM to 5PM

MARINER SQUARE YACHTING CENTER ▲ MARINER



# 30' - 50' berths for rent on the San Francisco waterfront at the new South Beach Harbor.



Don't miss your chance  
to berth your boat  
at this new prime location!



- ★ Located one-half mile south of the Bay Bridge.
- ★ Direct access to deep water, even at lowest tides.
- ★ Locking security gates and 24-hour patrol.
- ★ Solid concrete breakwaters minimizing surge.
- ★ Dockboxes, water and power hook-ups.
- ★ 500' guest dock.
- ★ 5 minutes away from downtown San Francisco

## South Beach Harbor

The Embarcadero at Pier 40, San Francisco, CA 94107  
Harbor Master: (415) 495-4911



# CALENDAR

**April 26** — Mexico's Secret Sea: A Window into the Sea of Cortez. A slide presentation by Dr. Steve Webster, Director of Education at the Monterey Bay Aquarium. Part of the Bay Shore Studies Open House at the Richardson Bay Audubon Center in Tiburon. 7:30-9 p.m. Meryl Sundove, 388-2524.

**April 29** — "State of the Bay". The fourth biennial State of the Bay conference, sponsored by the Oceanic Society. Will San Francisco Bay in the 21st century be a healthy, thriving estuary or a dying, empty body of polluted water? These and other topics will be discussed by National Park Service Director William Penn Mott, Congresswoman Barbara Boxer, and other experts. Holiday Inn at 1500 Van Ness Ave., SF, 9 a.m. to 5 p.m. Call Joan Patton at 441-5970 for ticket information.

**April 29-30** — Island YC Opening Day Festivities and Membership Promotion. IYC invites all interested boaters and/or prospective members to a chicken BBQ and beer bash on Saturday night, followed by a champagne breakfast the next morning. They're billing it as "a different approach to Opening Day. Call Bob Stephens at (408) 263-9030 for details and reservations.

**April 30** — Opening Day on the Bay — the nautical equivalent of Mardi Gras or New Years Eve. This year's theme is "Marine World." Glenn Harter, 697-3487.

**April 30** — Opening Day Silent Auction to benefit the Sausalito YC junior sailing program. Surplus equipment, sails, nautical books, sailing clothes, etc. will be on the block. SYC, 2-6 p.m., Dick Marsh, 383-7126.

**May 5** — Free sailing show, subject to be announced. Stockdale Marine, (916) 332-0775.

**May 5-7** — Sixth Annual Discovery Bay Lions Club Boat Show. At least 100 exhibits for a \$2 admission fee. At Discovery Bay ("where people play where they live"), east of Brentwood. Bob Gromm, 684-2117.

**May 12-14** — Tower Park Marina's DeltaFest. A free annual RV and boatshow now in its 14th or 15th year. There's something for everyone: three live bands; clown acts for the kids; boats and accessories for Mom and Dad; and even a Spuds MacKenzie look-alike contest for the family pooch. The marina is located in Terminous, deep in the Delta. Show hours are noon to 6 on Friday, and 10 a.m. to 6 p.m. on the weekend. For more info, call (209) 369-1041.

**May 17** — Navigation seminar for the upcoming Stockton Sailing Club South Tower Race ("140 miles of pure joy" beginning on June 16). As many as 60 boats are expected to participate this year, and all navigators and skippers who have never done this mini-enduro are encouraged to attend. Stockton Sailing Club; 7:30 p.m.; Tom Mason, (209) 478-4771.

**May 18** — "Safety and Emergencies", first of three seminars for MYCO's Oakland-Catalina Race (July 3 start). This one features Chris Corlett and Barney Haglund. At MYCO, 8 p.m. Margaret Fago, 523-4388.

## Racing

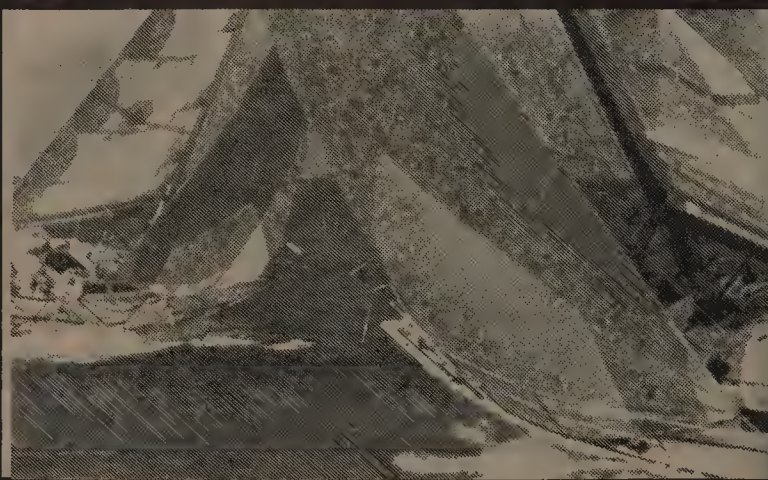
**April 1** — El Ano Trigesimo-Seis Gran Concurso Barco-Toro, which we're led to believe translates to the 36th Bullship Race for El Toro dinghies. It's the TransPac of El Toro races, starting at 8 a.m. in Sausalito and ending at the St. Francis Yacht Harbor breakwater several hours later.

**April 1** — Singlehanded Farallones Race. The quintessential rite of passage for those who like to do it with one hand. Ants Uiga, 658-8073.

**April 1** — Encinal YC Second Annual All-Express Regatta. For 27s, 34s and 37s. Races start at Knox; second race ends at EYC for Saturday night party. Shirley Temming, 521-0966.

**April 7-9** — 29th Annual Olympic/Pan Am Regatta at Alamitos Bay YC: always one of the best one-design regattas of the year.

**TRUTH:** The Velocity Prediction Program (VPP) is an integral part of IMS and is used to determine ratings in specific wind conditions.



**DARE:** Find an equally well-rounded method to determine fair ratings.

## INTERNATIONAL MEASUREMENT SYSTEM

**(415) 237-2821**

Intended to promote racing at the highest levels, IMS is designed very specifically for multi-purpose yachts. In other words, IMS is the answer to the needs expressed by a broader range of boats used for many different boating activities.

IMS utilizes many variables in its measurement process, such as hull dimensions, sail plan, rig configuration, propeller drag and

flotation among others.

And making the formula even more effective, IMS is set-up to reflect the changes in wind speed and direction, and the effect of both on the variables measured.

There are currently over 500 production hulls measured and standardized by IMS. Certification is a simple application step away.



## Handicap Divisions Association

IMS PHRF  
**(415) 771-9500**



# THE USED BOAT SHOW

LARGEST ON

THE WEST COAST

USED BOAT SHOW

USED BOAT SHOW

USED BOAT SHOW

USED BOAT SHOW

USED BOAT SHOW

USED BOAT SHOW

USED BOAT SHOW

USED BOAT SHOW

USED BOAT SHOW

USED BOAT SHOW

USED BOAT SHOW

USED BOAT SHOW

USED BOAT SHOW

USED BOAT SHOW

USED BOAT SHOW

USED BOAT SHOW

USED BOAT SHOW

USED BOAT SHOW

USED BOAT SHOW

SELL YOUR BOAT

SELL YOUR BOAT

SELL YOUR BOAT

SELL YOUR BOAT

SELL YOUR BOAT

SELL YOUR BOAT

SELL YOUR BOAT

SELL YOUR BOAT

SELL YOUR BOAT

SELL YOUR BOAT

SELL YOUR BOAT

SELL YOUR BOAT

SELL YOUR BOAT

SELL YOUR BOAT

SELL YOUR BOAT

SELL YOUR BOAT

SELL YOUR BOAT

SELL YOUR BOAT

SELL YOUR BOAT

# 10TH

# ANNUAL

# APRIL 12-16

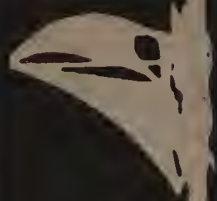
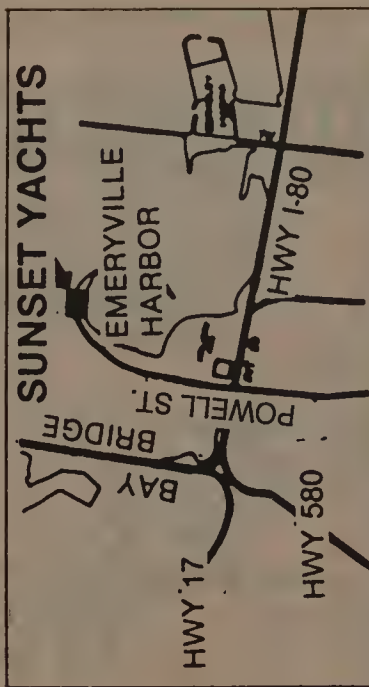
10 A.M. - 5 P.M.

ONLY \$3.00 ADMISSION



# 2000 BOATS!!!

## OPEN FOR INSPECTION



*Sunset Yachts*

3310 Powell Street, Emeryville

(415) 654-9185



# The adventure begins here...

The Northern California

## *"Spring"* Boat Show

**APRIL 15-23**

Marina Village in Alameda

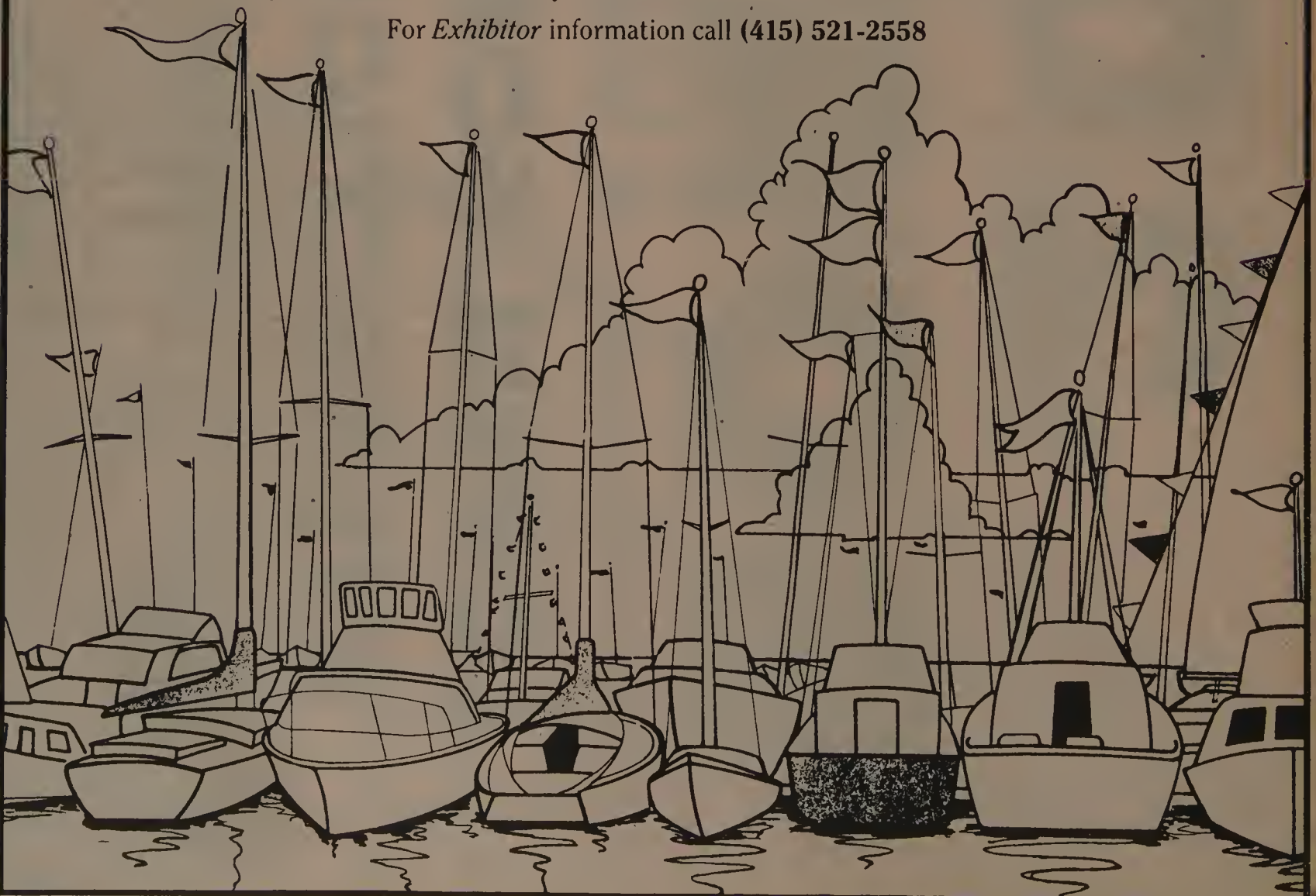
### **SHOW HOURS**

Weekdays Noon to 7 p.m.

Saturday & Sunday 10 a.m. to 7 p.m.

Sponsored and Produced by the Northern California Marine Association

For *Exhibitor* information call (415) 521-2558





# CALENDAR

ABYC, (213) 434-9955.

**April 8** — Merit 25 & Hawkfarm Regatta. Two races and a party; sponsored by Berkeley YC. Paul Kamen, 540-7968 or Gail Vial, (916) 795-2369.

**April 8-9** — Collegiate Regatta on the Estuary, co-hosted by Encinal YC, UC Davis and Sacramento State. Ned Niccolls, 838-8023 (home).

**April 15** — Lightship Race, the first crewed ocean race of the season. For entry package, call YRA at 771-9500.

**April 15** — First Annual Tax Write Off Race. A race for charter boats sponsored by the friendly folks at Club Nautique. (800) 342-SAIL.



Start of the Singlehanded Farallones Race. (And if you believe that...)

**April 15** — Encinal YC Jack Frost Series. The last midwinter race of the year... finally! Shirley Temming, 521-0966.

**April 15-16** — Clear Lake Regatta. The annual spring biggie for the trailer boat crowd. Hosted by Lakeport YC on what is technically California's biggest lake (Lake Tahoe is half in Nevada). Ken Sheldon, (707) 263-5039.

**April 15-16** — J-Fest West. The spring tune-up for J/24s, 29s and 35s. Short course racing on the Estuary, followed by dinner and a party Saturday night. Don Trask, 522-0545.

**April 22** — Doublehanded Lightship Race. Sponsored by Island YC; proceeds to charity. About 120 boats are expected in this popular race, despite the early (try 8:30 a.m.) starting time off the St. Francis YC. Paul Mazza, 769-8257 or Tony English, 934-5197.

**April 22** — Ace of Clubs. Encinal YC challenges all Bay yacht clubs to send a 5-boat team (rating between 440-470 PHRF) for two races. An interesting way to race. Shirley Temming, 521-0966.

**April 22-23** — Third Annual Slide, Ride n' Jibe Triathlon. Skiing, bicycling and boardsailing for "iron people" at Squaw Valley, North Lake Tahoe. We hurt just thinking about this one. Sponsored by San Francisco Windsurfer Fleet 18. Alvina Patterson, (916) 546-2369.

**April 28** — Newport to Ensenada Race, aka "The Enchilada Derby". One of the legendary party races. NOSA, (714) 640-1351.

**April 29** — Doublehanded Farallones Race. Another variation on the shorthanded theme, this time to the rockpile and back. Sponsored by the Bay Area Multihull Association. Linda Maudru, 369-5011.

**April 29** — Ano Nuevo Race. The classic Monterey Bay ocean



YANMAR



- 1 GM-10
- 2 GM-20F
- 3 GM-30F
- 4 JHE

**ENGINE SALE**  
CALL FOR PRICES!!



- 4-154
- 4-236
- 6-354
- M-25
- M-30

**Perkins  
engines**

**Atomic 4 Special  
Rebuilt**



Universal

**SALE PRICE \$2350**

WITH REBUILDABLE CORE IN EXCHANGE  
ONE-DAY INSTALLATION AT SHOP RATES.

**SATURDAY MECHANIC!!**

*For your convenience our mechanics  
are on duty Monday thru Saturday!!*

**QUALITY SERVICE FOR YOUR CLASSIC  
OR CONTEMPORARY YACHT**

Complete: Keel • Hull • Paint • Hardware • Engines  
Rigging • Electronics • Hardware • Engines

Repair / Sales for: Yanmar • Universal • Perkins •  
Westerbeke • Pathfinder • GMC • Detroit • Caterpillar

**Richmond  
Boat  
works**

616 W. CUTTING BLVD., RICHMOND, CA 94804  
**(415) 232-5800**



# NORTHERN CALIFORNIA BOAT SHOW

## AT OUR DOCKS, APRIL 15-23

(More than 100 Boats at Our Sales Docks Every Day!)



**OLSON 40** TransPac veteran, equipped and ready to go again. Bags and bags of sails, great equipment. **Offers.**



**HUNTER 31** Three available (1983, 1984, 1986). Very clean boats. Choose the best from **\$38,000.**



**HUNTER 40** Incredibly spacious, fast yacht, bristol condition, roller furling jib, *stowaway main*, refrigeration, more. **Reduced**



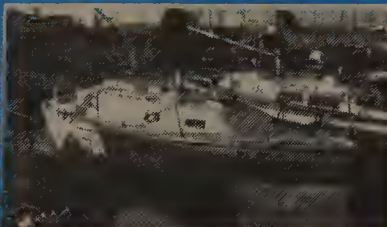
**54' TOPSAIL Schooner "Rodeuse"**. Classic 1979 Belgian built PH beauty. Consummate strength & safety. Commercial grade electronics + scuba air compressor.



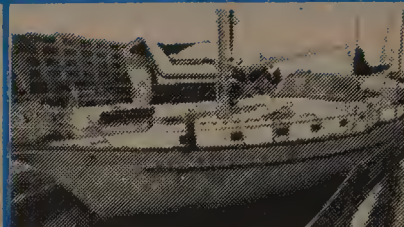
**ATKINS 36'** The manufacturer's personal boat for 35 years. Classic ketch, fully covered, solid investment. **Reduced to \$25,000**



**272 O'DAY 1986.** Roller jib, 7.5hp Honda o/b, owner transferred. Just like new. **Steal it at \$23,500.**



**PEARSON 303 1983.** Excellent condition, outstanding cruiser with great accommodations. Well equipped. **Owner Anxious!!!**



**43' ENDEAVOUR Ketch, '81.** Just 200 hrs on this aft stateroom cruiser. Autopilot, radar, Loran, etc. **Priced for quick sale. \$110,000.**



**36' GIBSON Houseboat '77,** very clean, strong eng, fully eqipt for summer cruising/liveaboard. **\$29,950.** Trades, trades!



**HUNTER 37** Popular performance cruiser/racer. Rollerfurling jib, spacious liveaboard. **\$59,900.**



**RANGER 26** In excellent condition. A rare find at this price! **Only \$8,995!!**

### DEALERS FOR;

**SAIL**  
Hylas  
Cavalier  
Vagabond

**POWER**  
Hi-Star  
DeFever  
Shaka  
Ultimate

#### SAIL \* AT OUR DOCKS

22' CATALINA, '69, with trailer	\$5,500
24' FLICKA, '80	27,000
24' GLADIATOR, '69	6,000
24' MOORE	14,000
25' BAHAMA, '76	6,900
25' BAYLINER, '79	11,900
25' CORONADO, '68	8,000
25' MERIT, '83	17,000
25' US YACHTS	2 from 7,500
25' O'DAY, '80	13,900
26' RANGER, '69	8,995
26' BRISTOL, '72	10,000
26' CHEOY LEE, '64	10,000
27' US YACHT, '82	22,000
27' BRISTOL, '73	17,500
27' CAL, '76	19,500
27' HUNTER	2 from 19,000
27' CATALINA, '71	13,500
27' CHEOY LEE	16,000
27' ERICSON, '74	15,900
27' HOMEBUILT, '79	15,500
27' NEWPORT, '77	15,500
27' SUN, '79	18,500
27' O'DAY, '86	23,500
28' LANCER, '77	15,000
28' TARTAN, '86	48,000
28.6 PEARSON/TRITON, '59	11,500
29' J/BOAT, '83	29,000
29.6 H-28 CRUISING KCH, '64	27,500
30' CAL 2-30, '69	21,000
30' BABA, '85	81,000
30' ERICSON	2 from 22,500
30' LANCER, '79	2 from 34,500
30' PALMER JOHNSON, '72	28,000

30' PEARSON Flyer, '83	40,000
30' PEARSON	2 from 24,500
30' YAMAHA, '81	35,000
30' BECKER, '34	10,000
30' ISLANDER, '74	26,000
31' DUFOUR	20,000
31' HALLBERG RASSEY, '84	65,000
31' HUNTER	2 from 39,000
32' TRAVELER, '76	54,500
32' UNION, '84	59,500
32' WESTSAIL, '75	48,000
33' NEWPORT, '83	35,000
33' HUNTER, '81	48,000
34' CAL 34, '67	22,500
35' FANTASIA, '79	74,000
35' MULL, '88	33,500
35' KNOCKABOUT/MOWER, '14	14,000
35' NIGARA, '81	75,900
35' SANTANA, '80	52,000
35' CHRIS CRAFT, '72	50,000
35.6' BRISTOL, '79	59,000
36' ISLANDER FREEPORT	89,500
36' ATKINS, '54	25,000
36' CHEOY LEE, '76	60,000
36' CATALINA	2 from 60,000
36' COLUMBIA, '73	36,000
36' ERICSON	2 from 62,000
36' FORMOSA, '81	48,500
36' HUNTER, '80	44,500
36' ISLANDER, '72	40,000
36' J/BOAT, '81	89,000
36' LANCER, '79	59,900
36' PEARSON, '85	89,950
36' UNION, '80	2 from 79,000
37' HUNTER	2 from 58,900

37' O'DAY, '85	62,500
37' RANGER, '73	53,000
38' ALAJUELA, '76	80,000
38' CATALINA, '85	70,000
38' C&C, '80	76,500
38' CUSTOM RACER, '85	55,000
38' FARALLONE, '59	35,000
38' KAISER, '71	79,000
38' MORGAN, '83	77,000
39' CAVALIER, '85	Reduced to 60,000
39' LANDFALL	2 from 75,000
39' FAIR WEATHER MARINER, '87	135,000
40' HUNTER, '85	89,000
40' OHLSON, '83	140,000/OFFERS
41' ISLANDR FREEPRT, '80, pend'g	140,000/Offers
43' NEW ZEALAND, '64	85,000
43' HOLCOMB, '47	69,000
43' TSUNAMI, '83	45,000
44' CHEOY LEE, '80	133,900
44' ISLANDER, '74	70,000
44' CYS, '78	125,000
44' LAFITTE, '79	150,000
45' CREALOCK, '81	115,000
45' EXPLORER, '79	110,000
45' PORPOISE/GARDEN, '70	80,000
45' HARDEN, '82	129,000
45' LANCER, '83	125,000
46' OMEGA, '79	90,000
47' GARDEN, '71	100,000
47' HYLAS	INQUIRE
47' PERRY, '80	125,000
50' FERROCEMENT, '79	64,000
50' KETTENBERG, '63	89,500
50' KETCH, '82	16,500
55' RHODES, '46	109,000

55' VALLEJO CLASS, '75	85,000
57' CHINESE JUNK, '71	85,000
66' VENNECKENS, '79	235,000
83' BALTIC TRADER, '03	165,000
<b>POWER</b>	
25' BONUN (ALBIN), '84	29,950
26' CHALET VEE 260, '79	28,500
26' FIBERFORM	2 from 15,000
28' BAYLINER, '86	35,000
29.6' ROUGHWATER	34,500
31' SEA RAY, '81	68,000
33'4 CHRIS CRAFT, '84	75,000
33.5' FIBERFORM, '77	69,500
34' HATTERAS, '68	44,000
35' CHRIS CRAFT (SHARP), '63	43,500
36' KROGEN, '85	99,000
36' SEA RAY, '83	110,000
36' GIBSON HOUSEBOAT	29,950
37' OWENS, '67	49,000
37' HERSHINE, '79	68,900
37' CHRIS CRAFT, '67	29,000
39' SEA RAY, '84	128,000
39.4 BLUEWATER - TAIWAN, '77	86,000
39' OCEAN ALEXANDER, '86	225,000
40' TOLLYCRAFT, '87	200,000
40' CRUISE-A-HOME, '71	50,000
40' CHRIS CRAFT, '61	45,000
41' UNIVERSAL, '79	99,500
41' CHRIS CRAFT, '82	135,000
41' UNIVERSAL, '79	99,500
41' CHRIS CRAFT, '69	99,000
42' KROGEN, '87	195,000
44' TROJAN, '78	179,500
44' GULF STAR, '80	185,000
45' TOLLYCRAFT, '71	159,500

1070 Marina Village Pkwy.  
Suite 103  
Alameda, CA 94501

# ROYAL YACHTS INCORPORATED

(415) 865-1035  
(415) 865-0581 FAX

Open 7 Days each week  
9 a.m. - 6 p.m.



# CALENDAR

race up to Ano Nuevo and back. San Francisco boats are encouraged to attend. Call the host Monterey Peninsula YC for details, (408) 372-9686.

**April 29-30** — 23rd Annual Camellia Cup Regatta. Definitely a "go" — the word from Folsom Lake is that the water level has reached a level where the marina is floating again. That's good news for the 1,000 or so sailors on 300 boats that traditionally have attended this inland classic. Ginny Fredrickson, (916) 381-2173.

**April 29-30** — Konocti Cup. Hosted by the newly formed Konocti Bay Sailing Club on Clear Lake. Doug Jones, (707) 277-7245.

**April 30-May 5** — The 22nd Annual Antigua Sailing Week — further evidence of the decline of Western Civilization.

**April 30-May 6** — 7th Biennial International Regatta for Nordic Folkboats. Close to 30 Folkboats from around the world will gather for this city front shootout. Hilary Andersen, 552-2705.

**May 6** — Colin Archer Memorial race for double-ended displacement boats. Examples of boats that qualify include Tahiti ketches, Aries, Ingreds, Westsails, Spitzgattens and Hans Christians. Sponsored by the Encinal YC. Stan Tice, (408) 277-4391 (work).

**May 27** — Master Mariners Regatta, held on a Saturday this year. Entries for the annual woody convention close on April 30. Bill Rickman, (916) 965-8656.

**May 27-29** — Second Annual Volvo/San Francisco Regatta. Top flight one-design racing for Etchells, Express 27s and 37s, Folkboats, J/24s, J/29s, Knarrrs and Santana 35s. Lauren Carlisle, 771-9500.

Please send your calendar items **by the 10th of the month** to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. Or, if the U.S. postal service is too slow for you, FAX it to us at (415) 383-5816. Send early, send often, but only one announcement per page and please, no phone-ins. Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises.

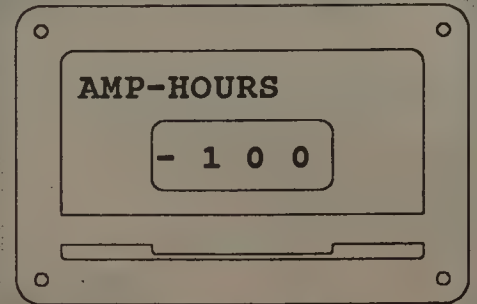
## April Weekend Tides

day/date	slack	max	slack	max
4/1/Sat	0322 1603	0603/2.0F 1910/3.5F	0846 2224	1206/4.1E
4/2/Sun	0951 2801	0051/2.6E 1301/4.4E	0415 1648	0703/2.7F 1951/3.8F
4/8/Sat	0155 1535	0515/5.5E 1752/2.7E	0904 2057	1207/4.2F 2353/2.9F
4/9/Sun	0237 1638	0604/5.2E 1843/2.1E	1001 2148	1304/3.8F
4/15/Sat	0916 2223	0107/2.1E 1247/3.3E	0354 1617	0650/2.1F 1932/3.2F
4/16/Sun	1013 2255	0142/2.6E 1332/3.3E	0441 1658	0739/2.5F 2007/3.2F
4/22/Sat	0108 1443	0428/4.5E 1657/2.3E	0817 1957	1115/3.3F 2254/2.3F
4/23/Sun	0134 1529	0507/4.4E 1738/2.0E	0855 2023	1156/3.1F 2329/2.0F
4/29/Sat	0159 1427	0431/1.6F 1737/3.1F	0707 2058	1032/3.6E 2327/2.4E
4/30/Sun	0305 1520	0543/2.1F 1827/3.4F	0829 2138	1134/3.6E

## KILL CURIOSITY! NOT BATTERIES!

Track total AMP-HOURS consumed. Meter counts down when discharging, up when charging. Compensates for charge efficiency.

Call or write for free information or send \$6.95 + 1.50 shipping for our electrically enlightening 76p. booklet: **THE BULLET PROOF ELECTRICAL SYSTEM**



4.50" X 3.00" X 1.25" (DEPTH)

**CRUISING EQUIPMENT CO.**  
6315 Scaview Ave Seattle, WA 98107 (206) 782-8100

## MARINE DIESEL ENGINE SEMINAR

Learn how to operate, maintain, and repair your diesel engine. Get hands-on experience adjusting valves, timing an engine, bleeding the fuel system diagnosing problems and making repairs. Programs held on Saturdays. For more information:

**Technical Education Institute**  
**(415) 233-3623**

- 8 hr diesel engine seminar
- 30 hr expanded program for cruising self-sufficiency
- 30 hr wood & fiberglass seminar, build project for your boat

■ Soon to be in Southern California ■  
Approved by California State Superintendent of Public Instruction.

## MODERN SAILMAKING METHODS GUARANTEED QUALITY

**Jim Leech**  
**Sausalito**

3020 Bridgeway  
94965

(415) 332-6167  
FAX: (415) 332-6169

**Jaime Muniz**  
**San Diego**

2841 Canon Street  
92106

(619) 222-1210  
FAX: (619) 222-1036



**NEIL PRYDE SAILS**



# Anchorage Brokerage & Consultants

ABC Yachts

Licensed Yacht and Ship Brokers

(415) 332-SAIL • (415) 332-7245 FAX 415-332-2416

A  
B  
C



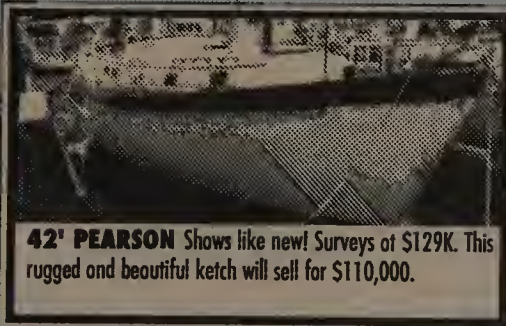
**36' FREEPORT** One of Islander's most elegant yachts. Owner's stateroom surpasses most boats under 50-ft. Let the Islander Experts at ABC point out the subtle features of this fine yacht. \$65,000.



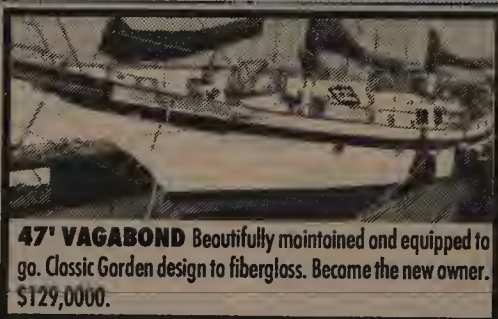
**50' STEPHENS** Twin diesel, 3 staterooms. There is no finer motor yacht for the money. Replacement value over \$500K. Recent survey confirms excellent condition. \$108,500.



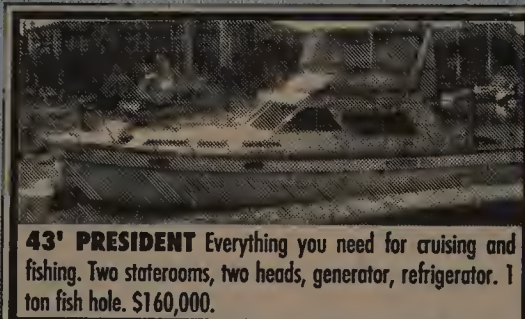
**42' PEARSON** Shows like new! Surveys at \$129K. This rugged and beautiful ketch will sell for \$110,000.



**47' VAGABOND** Beautifully maintained and equipped to go. Classic Garden design to fiberglass. Become the new owner. \$129,000.



**43' PRESIDENT** Everything you need for cruising and fishing. Two staterooms, two heads, generator, refrigerator. 1 ton fish hole. \$160,000.



**32' ERICSON** This well maintained 1985 sloop is priced 20K below replacement. Wheel steering, diesel, full instrumentation. Book value: \$62,000. Now \$49,500.



**39' SEA RANGER** Twin diesel, large aft cabin, flush deck aft. Comfortable and economical for cruising. Only \$75,000.



SAIL	
65' SWAN, 1984	1,150,000
55' FIBERSTEEL, 1975	99,000
52' IRWIN, 1977	149,000
51' MORGAN	148,000
49' CT, 1985	169,000
48' HUGHES, 1972	129,500
48' STEEL KETCH, 1981	275,000
48' SWAN, 1972	180,000
47' VAGABOND, 1977	129,500
46' PETERSON, 1979	135,000
45' DUFOUR, 1979	150,000
45' EXPLORER, 1979	100,000
45' GARDEN KETCH, 1970	110,000
45' HARDIN . . . (2)	119,000
45' LANCER, 1983	149,000
44' PETERSON, 1977	124,400
43' COLUMBIA, 1970	75,000
43' CHEOY LEE, 1983	166,000
43' OFFSHORE, 1979	85,000
42' TAYANA, 1983	132,500
42.4' PEARSON, 1981	112,000
41' FORMOSA, 1972	79,500
41' ISLANDER FREEPORT	120,000
41' LITTON MARINE, 1983	79,500
41' NEWPORT, 1973	72,000
40' CHALLENGER . . . (2)	75,000
40' FREEDOM, 1981	120,000
40' PEARSON, 1979	80,000
39' BRISTOL, 1967	39,500
39' ERICSON, 1971	54,900
39' PEARSON, 1972	69,500
38' CUSTOM STEEL, 1978	84,900
38' C&C YACHTS, 1980	76,500
38' MORGAN, 1983	79,000
38' EASTERLY, 1978	69,000
38' ERICSON, 1985	87,000
37' ENDEAVOUR, 1979	70,000
37' ISLANDER . . . (2)	30,000

37' KINGS - ESSEX, '36	60,000
37' TARTAN	79,000
37' TAYANA . . . (2)	74,500
36' CS, 1981	74,500
36' CHEOY LEE, 1976	49,950
36' FREEPORT, 1981	69,000
36' HUNTER, 1981	58,000
36' ISLANDER . . . (5)	39,000
36' J/BOAT, 1981	86,000
36' PEARSON, 1977	79,750
36' YAMAHA, 1981	79,000
35' FANTASIA, 1979	70,000
35' HINCKLEY, 1966	34,500
35' SANTANA, 1980	47,000
34' HUNTER, 1983	49,950
34' PEARSON, 1984	55,000
33' HUNTER, 1979	39,000
32.6' PEARSON, 1965	32,500

32' ERICSON, 1985	49,500
32' MARINER, 1970	42,000
32' TRAVELER . . . (2)	44,000
32' WESTSAIL, 1979	62,500
32' PEARSON, 1965	32,500
32' TRAVELLER, 1975	44,000
32' WESTSAIL, 1979	45,000
31' CHEOY LEE, 1969	29,000
31' DUFOUR, 1982	48,500
30' BABA . . . (2)	65,000
30' CATALINA, 1977	27,500
30' IRWIN, 1980	30,000
30' ISLANDER . . . (2)	20,000
30' J/BOAT, 1982	43,000
30' PALMR-JOHNSON	29,000
30' PEARSON . . . (3)	27,000
30' S-2, 1979	33,000
29' CAL, 1972	29,500

29' ERICSON, 1978	25,700
29' J/BOAT, 1983	26,400
28' ISLANDER . . . (3)	21,900
28' NEWPORT, 1977	21,900
27' ERICSON, 1974	16,000
26' COLUMBIA, 1969	9,600
25' NORTHSTAR 500	12,800

## POWER

96' BROWARD, 1956	68,500
60' NORDLUND, 1979	450,000
60' TACOMA, 1962	174,900
57' CHRIS CRAFT, 1967	160,000
54' BLUEWATER, 1981	249,000
54' BLUEWATER, 1981	187,000
53' MATHEWS, 1965	149,500
53' MONK, 1971	140,000
52' BLUEWATER, 1982	169,000
50' CHRIS CRAFT, 1960	115,000
50' STEPHENS, 1960	110,000
47' GRADY, 1912	79,000
47' MONK, 1962	79,950
44' PACEMAKER, 1966	111,000
44' TROJAN, 1978	179,000
43' PRESIDENT, 1983	160,000
42' GRAND BANKS, 1968	79,500
42' UNIFLITE, 1973	129,500
41' MATHEWS, 1952	39,500
40' BLUEWATER (Taiwan), '77	86,000
40' MARINE TRADER, 1978	125,000
40' CHB, 1988	175,000
39' SEA RANGER, 1981	75,000
38' BAYLINER, 1984	109,500
38' CHRIS CRAFT, 1985	162,000
37' HUNTER, 1964	33,000
37' HERSHINE, 1979	69,750
36' SEA RAY, 1979	77,000
36' STEPHENS, 1954	27,500

## CRUISING SEMINAR

CELEBRATE THE 200TH ANNIVERSARY OF THE MUTINY ON THE BOUNTY. SEE OUR CRUISING FILM OF THE MARQUESAS, TUAMOTUS, TAHITI, AND THE TONGAS. NARRATED BY FILMMAKER/SKIPPER PHIL HOWE. APRIL 28TH, FRIDAY, 7:30 P.M. RSVP.

(415) 332-7245

SAUSALITO

1 GATE 5 RD.

CA, 94965



# LETTERS

## ⇅MILDLY ARTHRITIC DOWNGRADE

I am delighted with the story that you did on Wednesday Night Racing in Santa Cruz.

As the owner and skipper (when my son, Matthew, allows me) of the starting boat for 25 years, I was delighted with the piece.

Even though we do not have a feather-light ULDB, but a traditional Ted Hood, fat boat, we still maintain a creditable rate of speed. Enough to keep our real boat name, *Wind Runner*, instead of the mildly arthritic downgrade to *Windwalker*, the name you have fastened upon us in your otherwise typically stellar piece of marine reporting.

Norman S. Lezin  
Santa Cruz

*Norman — Believe us, the slip-up on the name had nothing to do with the Wind Runner's boat speed and everything to do with having watched Luke Skywalker star in a movie the night before. Our apologies for the blunder.*

## ⇅TOOL ATTITUDE THIRD HE ATE

Gym West nurse bitt off dog girl inure lass issue you was grate. Soak lever lee he rote!

Wheel Compass ate hymn gneiss lee if week end half a cow pea four orb oat.

Robert Rosenberg  
San Luis Obispo

*Robert — We hope you didn't write anything dirty, because we get too big a headache trying to decipher that stuff.*

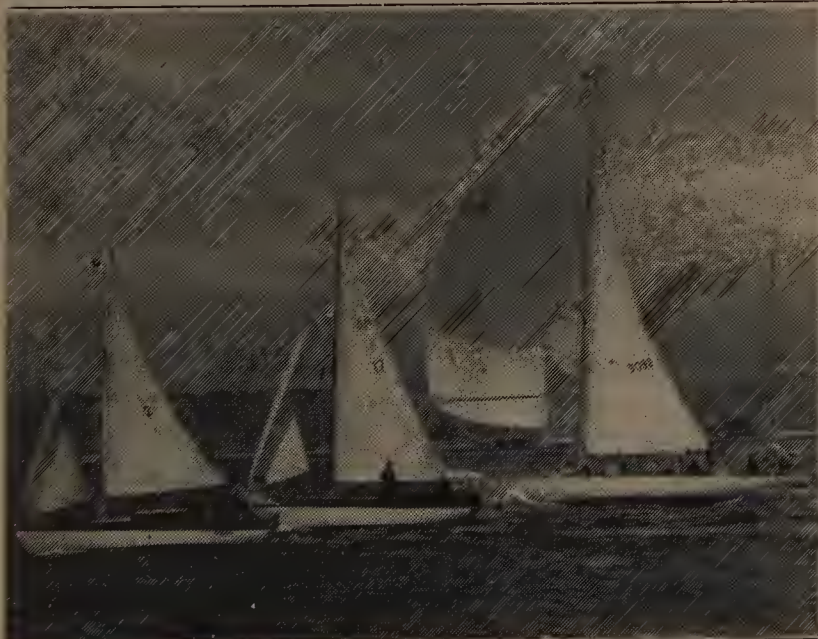
## ⇅HI-TECH BORING PHOTOS

I'm continually amazed at the number of mundane, computerized, 'photos' of ubiquitous tupperware toys.

Do the boating populace a favor and show *real* boats — ones made of wood and with even a *hint* of warmth or character.

If you need candidates, I own a couple that you may feel free to use as subjects:

1. A 1962 Ho Sang Junk; and, 2. an 1887 Oyster Smack — which is for sale!



How's this for a start? Three sizes, all wood.

Or, what about the hugely historical, yet little known *Rainbow Dragon*, a pre-Civil War Foochow Trader built in Taiwan out of Manchurian cedar logs — with an eye on the bow!!

WORLD YACHT CENTER

dealers for

**Hans<sup>®</sup>  
Christian**

**C&C  
YACHTS**

ON DISPLAY / ALAMEDA BOAT SHOW  
April 15-23



## SORC REPORT - C&C 37

- 1st — Baxter Memorial Race
- 3rd — Lipton Cup
- 3rd — Audi Ocean Cup



### HANS CHRISTIAN 33

Most popular Hans Christian built. Interior comfort greater than most 40-footers.



### C&C 30

Easily sailed High Performance hull with exceptional three-cabin layout.

## FEATURED BROKERAGE

HANS CHRISTIAN		C&C YACHTS	
33' HANS CHRISTIAN, '84	\$99,500	24' C&C, '77	\$12,500
38' HANS CHRISTIAN, '77	99,500	26' C&C, '77	24,000
43' HANS CHRISTIAN, '86	169,500	38' C&C, '80	72,000
43' HANS CHRISTIAN, '79	127,000*	40' C&C, '80	115,000
45' HANS CHRISTIAN, '76	135,000	37R C&C, '88	189,000

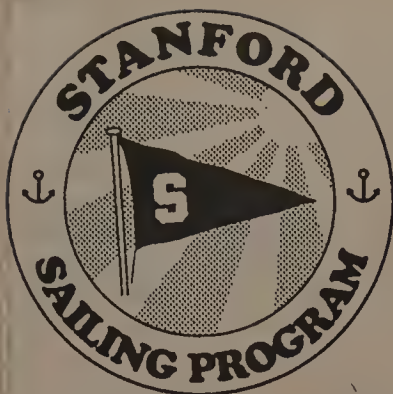
\* Sale Pending



## WORLD YACHT CENTER

1070 MARINA VILLAGE PARKWAY  
ALAMEDA, CA 94501 • (415) 521-5636





375 Santa Teresa  
Stanford University  
Stanford, CA 94305  
(415) 723-7970

# PUBLIC NOTICE

**DONATION VESSEL BLOW-OUT SALE!**

**ALL DONATION VESSELS WILL BE  
SOLD TO GENERATE FUNDS FOR THE  
SAILING CENTER BUILDING FUND**

- ⚓ We have the **BEST PRICED** vessels in San Francisco Bay
- ⚓ **Unbeatable 10% short-term FINANCING** on most vessels
- ⚓ **Buy now and get FREE BERTHING** through April 1989
- ⚓ **BUY DIRECT FROM STANFORD AND SAVE!**

## SAIL

### Herreshoff 72' "Victoria". 1974

Probably the most elegant sailing yacht in Northern California. Charter/option or sale for qualified party.

### Custom Motorsailor 62'. 1978

Built by International Offshore. Beautiful cruiser or liveaboard located in Hawaii. \$299,000. *pending*

### Garden Ketch 47' "Horizons". 1974

This vessel is in great condition with a very large salon and galley. Ideal liveaboard or blue water cruiser. \$99,000.

### Garden Ketch 47' "Cayuga". 1969

Rare aft cabin version making her the perfect liveaboard. \$89,000.

### Davidson 45' "Confrontation" (formerly "Shockwave"). 1980

Very solid aluminum raceboat with an extensive sail inventory. \$99,000. *pending*

### Swift 40' "Morning Glory". 1979

Excellent fiberglass center-cockpit cruising boat built to Lloyd's of London specs. Aft cabin, two heads and a beautiful salon. \$80,000

### Pearson Vanguard 32'. 1967

A very solid boat needing a little TLC. Strong atomic 4 engine. \$17,950. *pending*

### Columbia 32' Sabre. 1965

One of the most graceful vintage sailboats. Needs some work, but a steal at \$4,950.

### Pearson Triton 28'. 1962

A solid family cruiser in good condition. Makes an ideal first boat. \$9,999.

### J24. 1978

Brand new paint job. What more can we say. \$7,950

## POWER

### Sea Ray 30' weekender with flying bridge. 1979

This boat has lots of options and a hard-to-get Monterey slip. \$48,950

### Roughwater 29'. 1980

Great fiberglass Delta boat. Diesel. \$16,000.

### Aqua Sport 17'. 1979

With 115 hp engine that needs some work. A mechanics opportunity. \$4,000.

## SAIL continued

Sun 27' diesel, many extras.	1978	\$19,950
MacGregor 24' and trailer.	1972	\$3,950
Aquarius 23' and trailer.	19'	<b>SOLD</b> 1,950
Clipper 23'.	1977	\$2,900
Catalina 22'.	1974	\$3,900
Rhodes 22' and trailer.	1979	\$6,500
Tornado and trailer.	198	<b>SOLD</b> ,600
Wilderness 21' and trailer.	1978	\$4,900
Freedom 21.	1984	\$10,000
O'Day Mariner and trailer.	1963	\$1,000
Flying Dutchman and trailer.	1968	\$1,000
505 and trailer.	19'	<b>SOLD</b> ,500
Contender and trailer.	1976	\$2,000



# LETTERS

Whaddya say?

James Kennedy  
San Francisco / Thunderbolt, Georgia

James — We say we've never seen these boats — where do you keep them?

We also say that discrimination based on boat-building material is as silly as when it's based on sex, age, race, religion or food preference.

## THE RANGER 23 ASSOCIATION

We're trying to attract more Ranger 23 owners to the Ranger 23 National Association. We're growing fast; from 20 members in June of 1988 to nearly 100 enthusiastic members now. Since more than 700 of the Ranger 23's were built (most have remained in California), we expect our membership to increase even more.

Membership costs \$10 a year, which covers the printing and mailing of the Ranger 23 newsletters and class membership in the USYRU. Interested persons can write the association at 3 Conservation Way, Scituate, MA 02066.

Ed Marks  
Scituate, MA

## GOOD MORNING, WORLD!

We have been living aboard our sailboat and traveling more or less continuously outside the United States for 4.5 years. We relied on Armed Forces Radio & TV Service (AFRTS) for up-to-date news and sporting events via short wave — until broadcast on this medium was discontinued on October 1, 1988. Since then we have had to rely on Voice of America (VOA) for all news direct from the U.S. — a rather unsuitable alternative.

Whereas the AFRTS rebroadcasts news and features direct from the TV networks, including National Public Radio (one of our favorites), Voice of America (the alternative) delivers the news as interpreted by the United States government. This arrangement leaves one without the criticism traditionally exercised by the fourth estate. The objectivity, as well as the varied point of view, is lacking on VOA. I feel that this "varied" approach is needed to 'round out' the news.

In addition, we have found in our travels that the AFRTS programming on short wave reached a large number of citizens on the move, who are now missing the availability of various network news and features. This audience now tunes to BBC and other foreign, English language broadcasts. Wouldn't it be better to resume the AFRTS programming to the many yachties, ex-patriots and other interested listeners around the world, rather than subjecting them to the propaganda from other nations?

Through the grapevine we hear that the reason for cancelling the SW broadcasts was budgetary. It seems that the bulk of the expenditure is in the labor intensive areas such as programming and that few savings result from discontinuing maintenance and periodic upgrade of the SW transmitters. It also seems as though the SW would serve as a reliable back-up to the UHF satellite equipment, allowing AFRTS to stay on the air if problems occurred with the 'new' equipment.

English-speaking citizens of other nations among the audience are dismayed that the AFRTS has "abandoned them", and are now forced to tune into broadcasts from other countries. They also miss the objectivity and varied viewpoints of the networks aired on AFRTS.

We urge the resumption of SW broadcasting by AFRTS as soon as possible; we miss those guys! We are writing our representatives to get the SW service restored and urge all *Latitude 38* readers to do the same. You may also write the U.S. Armed Forces Radio and

## FIRST ANNUAL TAX WRITE OFF RACE

Why the name? The charter industry on San Francisco Bay blossomed with the Economic Recovery Act of 1981 and its tax incentives for investments in hard assets. Today, active charter boats can pay their way, but the original catalyst which created the fleets was Reagan's tax incentives. It seemed only appropriate to pay homage to our beginnings with a race for charter boats and April 15 is, of course, the perfect day for the race.

## PRIZES - TROPHIES

B-B-Q at Ballena Bay after the race

**Eligible Yachts:** Any sailboat available for charter to the public.

**Sponsors:** Club Nautique and Ballena Isle Marina.

**Entry Fee:** \$15 (entry received at Club Nautique by April 7, 1989).

**Late Entry Fee:** \$25

**Course:** Start at NAS Alameda Entrance buoy, Harding Rock - S, R4 (1 mile east of Point Blunt) - Finish at NAS Alameda Entrance.

**Prizes:** Trophies will be awarded according to size and number of entries and will include a prize for the best team score.

**Barbecue and Trophy Presentation:** Will be held at Club Nautique, Ballena Bay, Alameda, immediately after the race.

**Guest Berthing:** Available at no charge at Ballena Isle Marina for the nights of April 14 and 15.

**Entry Forms:** Available from Club Nautique. Copies acceptable.

**Race Instructions:** Will be mailed to registrants or may be picked up at Club Nautique.

**Classes:** Yachts will be grouped into classes by the Race Committee according to performance. Yachts with spinnakers will not be grouped with non-spinnaker yachts.

## RACE ENTRY FORM 1040

April 15, 1989

Yacht Name: \_\_\_\_\_ Sail #: \_\_\_\_\_

Representing Charter Company\*: \_\_\_\_\_

Type of Boat/Class: \_\_\_\_\_

PHRF/IOR III Rating: \_\_\_\_\_

Rig: \_\_\_\_\_ LOA: \_\_\_\_\_ LWL: \_\_\_\_\_ Beam: \_\_\_\_\_ Draft: \_\_\_\_\_

Sail Inventory: \_\_\_\_\_

Check if you have:

☐ Spinnaker ☐ Folding/Feathering Prop ☐ Roller Furling

Total Number of Crew Including Skipper: \_\_\_\_\_

Skipper/Charterer: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phones: Home (\_\_\_\_\_) \_\_\_\_\_ Office: (\_\_\_\_\_) \_\_\_\_\_

Skipper's Signature: \_\_\_\_\_

Entry fee: \$15 (\$25 if received after April 7, 1989), payable to Club Nautique  
Mail to: Club Nautique, 1150 Ballena Blvd., Suite 161, Alameda, CA 94501

\* Race open only to bonafide bareboat charter yachts. If not part of a club or fleet, please provide evidence of charter availability (ad, copy of insurance, endorsement, etc.)

**HOLD HARMLESS & WAIVER:** I agree to indemnify and hold harmless Club Nautique, Ballena Isle Marina, their members, employees, committees, owners and agents from all liability, loss or damage they may suffer as a result of claims, demands, costs or judgements against them arising out of the participation of myself, my boat or any occupant thereof, whether crew or guest, whether the liability, loss or damage is caused by, or arises out of the negligence of indemnities or otherwise. In consideration of the permission granted to me to participate in the Tax Write Off Race and related activities, I hereby waive and release Club Nautique, Ballena Isle Marina, their members, employees, committees owners and agents of and from all claims, demands, actions and causes of action of any sort for injury or damage sustained by myself, my boat or any occupant thereof, whether crew or guest, due to negligence or any other fault.

For More Information Call  
Club Nautique (800) 343-SAIL



# **PACIFIC COAST CANVAS**

**QUALITY MARINE CANVAS & UPHOLSTERY**

## **Dodger Perfection**

Strong, Durable, Built to Exacting Standards



## **Custom Interiors**

Cushion Design and Restoration  
Replacement or Reconditioning of Foam  
The Newest in Fabric Designs



### **Also:**

Boat Covers  
Delta Enclosures  
Biminis  
Custom Canvas



**Call for  
FREE Estimate**

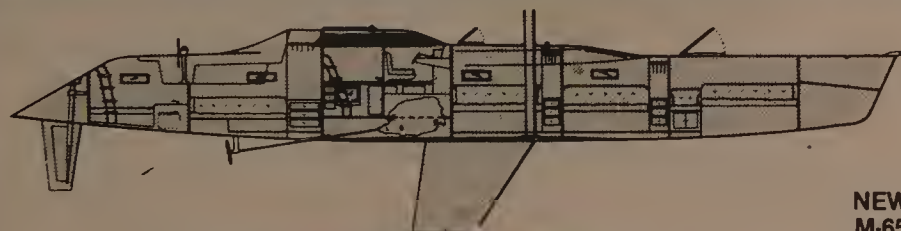
**PACIFIC COAST CANVAS (415) 521-1829 2025 CLEMENT AVE. ALAMEDA**



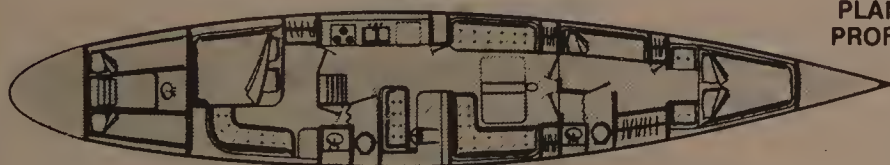
# NOW ON DISPLAY MACGREGOR 65



**CRUISING CONFIGURATION \$149,000 FOB FACTORY**



**NEW  
M-65  
PLAN &  
PROFILE**



## MACGREGOR 65 SPECIFICATIONS

LENGTH OVERALL	65'
WATERLINE LENGTH	63'
BEAM	12' 0"
DRAFT, DEEP KEEL	8' 6"
DRAFT, SHOAL DRAFT KEEL	6'
DISPLACEMENT, DRY	30,000 LBS
BALLAST, LEAD	11,000 LBS
FUEL CAPACITY	175 GALLONS
WATER CAPACITY	225 GALLONS
ENGINE, PERKINS DSL	135 HP
SPEED UNDER POWER	11.5 KNOTS
BERTHS	10
STATEROOMS	3
HEADS	3
MAINSAIL AREA	505 SQ. FT.
WORKING JIB AREA	407 SQ. FT.
GENOA AREA	1072 SQ. FT.
SPINNAKER AREA	2968 SQ. FT.

**Orders Now Being Accepted  
For The All-New**

**1989 M-65-SC  
Super Cruiser**

Still the Fastest ... Easier to Sail ...  
Improved Versatility ...

Added Cruising Equipment ... New Interior ...

Elegant Styling ... Comfort Galore ...

Limited Production Numbers Available For 1989

## ALSO ON DISPLAY

U.S. No. 1 Trailerable Sailboat

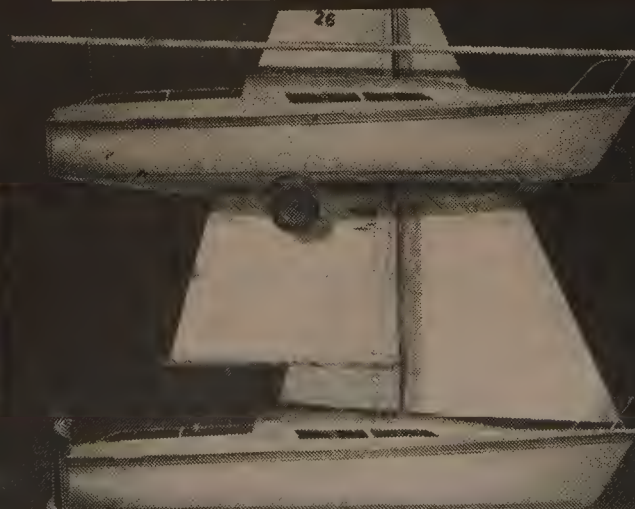
**MACGREGOR 26**

Six Sleeper Cabin With Galley and Head

TRAILER, TOW WEIGHT 2,200 LBS.

SAILING WEIGHT 2,850 LBS.

**\$9,990.00** complete with trailer



**"Number 1" MacGregor Dealer, World Wide**



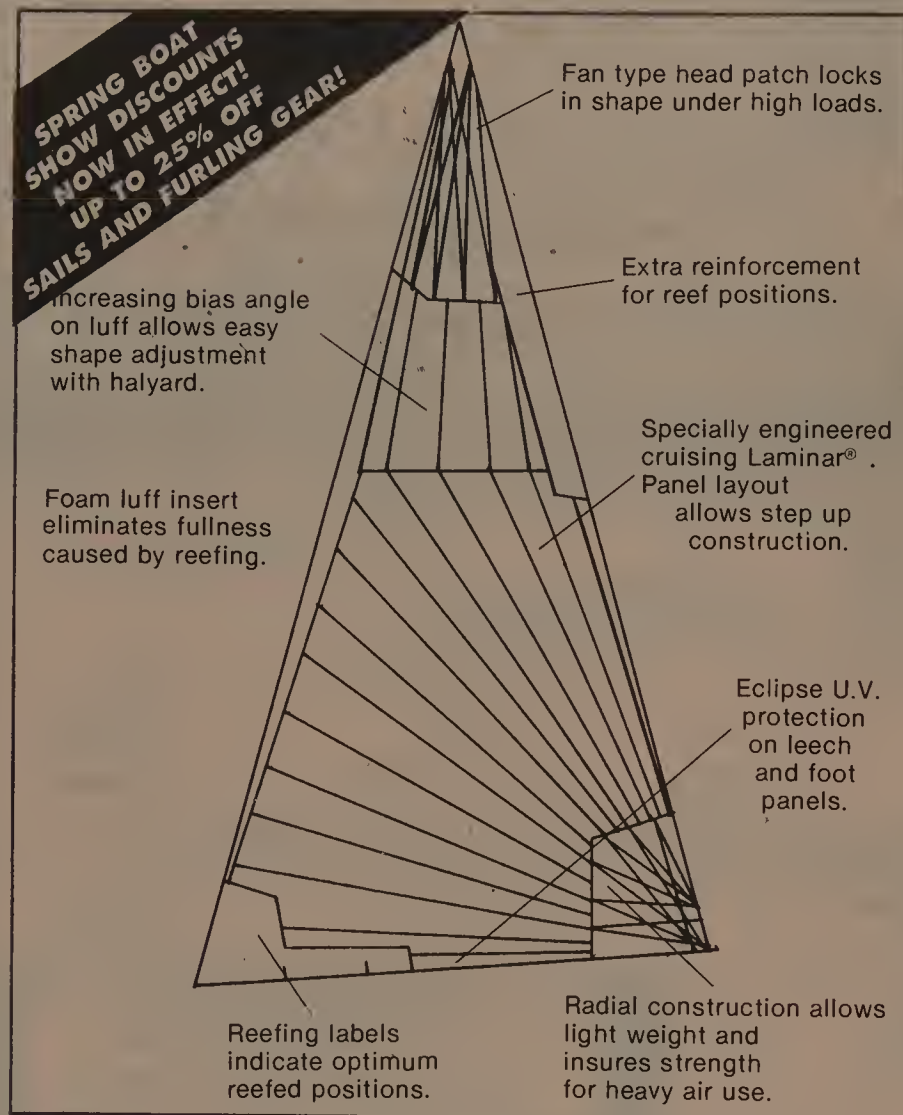
**ARENA  
YACHT SALES**

MARINA VILLAGE HARBOR  
1070 MARINA VILLAGE PKWY, #103  
ALAMEDA, CALIFORNIA 94501  
(415) 523-9292



# StarCruiser<sup>TM</sup>

## HOOD's high technology introduces speed to roller furling genoas.



**"THE FURLING SYSTEMS EXPERTS"**

Specializing in:

**Hood** YACHT SYSTEMS

**HARKEN**

**Profurl**

**RECKMANN**

SPECIAL DISCOUNT PACKAGE OFFER: Starcruiser genoa, Furling system, and Installation at one low price.

### HOOD SAILMAKERS

466 Coloma Street  
Sausalito, CA 94965  
(415) 332-4104

(800) 727-6246, FAX (415) 332-0943

861 West 18th Street  
Costa Mesa, CA 92627  
(714) 548-3464  
(800) 678-6246

Our sail designers have used the high technology available at HOOD to produce the first roller furling-roller reefing Genoa to take advantage of the recent, dramatic changes in materials and the sailmakers' art.

### Computer Design

Our HOOD/Net computer system helps us to design an optimally shaped sail and brings high performance to roller-furling Genoa's. That computer system, using data on your boat and local sailing conditions, will develop a perfect design for you in just a few minutes.

### Fabric

The StarCruiser uses HOOD's exclusive Laminar® Mylar laminated fabric, HOOD's own dacron fabric or a combination of both depending on your requirements. A StarCruiser made of Laminar will maintain a "tin sail" shape over a wider wind range. You could even use your StarCruiser as a #2 Genoa for racing.

### CAD/CAM

In addition to computer aided design your new StarCruiser benefits from HOOD's computer aided manufacturing. The CAD/CAM system cuts complex curved panels with a Laser. Sailshape is built into every edge of every panel; not just into the single shaping seam common with manually built sails. Laminar panels are first fitted with seam tape, then double or step-stitched for super-strong seams.

### Hand Finishing

Hand finishing is still a HOOD specialty, so you get a high tech sail from the world's most sophisticated sailmaker, with hand details attended to by careful cruising sailmakers.

When you put your boat in "cruise" you don't have to leave the fast lane, call your nearest HOOD loft to get a quote.





# LETTERS

TV Service at 1016 North McCadden Place, Los Angeles, CA 90038.

C. Howard & Joyce M. Stevens  
Yacht Carina

## ⇅ STUFF YOU PROBABLY DIDN'T KNOW

How much do you know about Snipes?

Did you know that many of the members of the last U.S.



Do you know what kind of boat this is? Can you guess?

Olympic sailing team are current or former Snipe sailors? Mark Reynolds, the silver medalist in the Star class, is an active Snipe sailor. John Shadden, the bronze medalist in the 470 class, spent many years sailing Snipes off Long Beach. Pat Mugilia, crew in the Toronado class, has crewed extensively on Snipes. All of the above three have placed in the top three at Snipe Nationals.

Allison Jolly, the only U.S. gold medalist and 1988 Yachswoman of the Year, raced her Snipe as part of her Olympic training and competed in the 1986 North Americans. Even John Kosteki, our local Olympic silver medalist and Rolex Yachtsman of the Year, has been seen at a few recent Snipe regattas.

And did you know that the San Francisco Snipe fleet includes the only two intercollegiate All-Americans, Mark Rastello and Joe Petrucci, racing one-designs on San Francisco Bay?

The San Francisco Bay Snipe fleet has just put the finishing touches on its 1989 schedule, which combines traditional Bay regattas with some great fresh water sailing on Clear and Huntington lakes. The Encinal YC will also be putting on a five-day regatta, with five to seven races each day, for the 50-year old Wright Davis Trophy. While the Nationals will be in Florida in late June, most west coast Snipe sailors will be aiming for the September North Americans to be held on San Diego's Mission Bay.

For those who aren't familiar, a used but competitive full-race Snipe can be purchased ready to go for as little as \$2500. If anybody wants more information on the most competitive class in the Bay Area, call either one of us at the numbers below:

Packy Davis at 324-1311  
John Kelly at 272-0299

## ⇅ HOW TO STAY IN TOUCH?

Finally, after many years, I hope to join the Mexico Class of '89.

I cannot, however, cut all my obligations. The kids may get into trouble, and more importantly there is a problem with an elderly parent in Europe.

If for nothing else but emergency purposes, how can I stay in contact with friends and relatives? Will a SSB radio reach a marine operator in Z-town? Is third party ham contact from Costa Rica a



# GET IN ON THE GROUND FLOOR OF A GREAT NEW SAN FRANCISCO YACHT CLUB.

## OUR SECOND SEASON.

SBYC has over 100 members with a full year of events under our belt. A new facility and great plans for '89.

## GOOD PEOPLE, GREAT ACTIVITIES.

A club for people interested in boating, both sail and power, with or without their own boat. Full schedule of events including cruises and parties. Ongoing Friday night races.

## CENTRAL LOCATION.

Just south of the Bay Bridge on the Embarcadero in South Beach Harbor. Minutes from downtown San Francisco. Easy to get to from Rts. 80, 101 and 280.

## CHARTER MEMBERSHIPS.

A few are still available. Join now and save.

## OPENING-DAY-ON-THE-BAY PARTY.

Call (415) 495-2295 for Information and an Invitation. Help us celebrate our first anniversary and the start of a new season.

*South Beach Yacht Club*

EMBARCADERO AT PIER 40, SAN FRANCISCO





# ROBERTSON

## AUTOPILOTS SAIL!



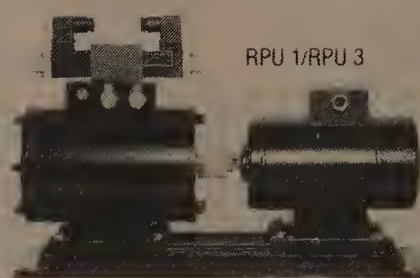
### AP 200 SAIL

The sail series of pilots are equipped with 2 programs, one for sail and one for motor-sail drive. The pilots take information from both the compass and your windvane.



### AP 200DL SAIL

An exciting feature of the "DL" series is the ability to interface with your Loran C or SAT. NAV to control both steering and navigation.



RPU 1/RPU 3



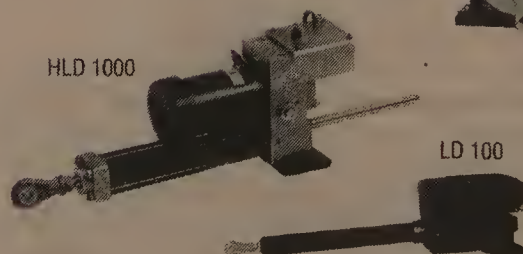
RPU 100

RPU mini 2



MRD 100

HLD 1000



LD 100

### POWER UNITS

For most installations a separate power unit will be required to drive the rudder. Robertson has a full range of hydraulic and mechanical power units to meet every requirement.

\* TOWARDS PURCHASE & INSTALLATION OF YOUR NEW ROBERTSON AUTOPILOT FOR THE MONTH OF NOVEMBER WHEN WE DO THE WORK.

**SALES • SERVICE • INSTALLATION • ELECTRICAL**

OF SAUSALITO  
300 Harbor Drive  
94965  
(415) 332-5086



**Maritime Electronics**  
"We Make Boat Calls"

OF SAN JOSE  
So. Winchester Blvd.  
95128  
(408) 378-0400



# LETTERS

practical possibility? Are there any established letter drops?

Do you or any of your readers have any suggestions? (I don't have the funds or space for a satellite terminal on my 37-foot sloop).

On a similar subject, what happens with personal property taxes when a vessel is homeported locally but out of the country for several years? And, is there any variation between Bay Area counties?

Bob Sukiennicki  
Mountain View

**Bob —** The old note-in-the-bottle method is the least expensive way to stay in touch with home, but it's unreliable and slow. The mails are a little bit better, but not much. Phone calls are pretty expensive — assuming you can endure the frustration of finding one, finding the right coins, and trying to communicate with an operator who speaks a foreign language.

Virtually all long time cruisers will tell you the one and only way to keep current with the home front is via ham radio and the many ham radio nets for cruisers. It takes some effort to get the license, but it's well worth it. Do you need to buy a SSB radio also? It depends on your ethics. A number of ham aces suggest that you buy one of the modern ham radios that require little more than the snipping of a single wire to work on SSB frequencies. Using a ham radio on SSB frequencies is an illegal but common practice.

As for property taxes on your boat, some Bay Area counties assess it whether your boat is out of the country or not. Other counties will only assess such taxes if your boat is in the country for more than six months of the year. We suggest you immediately move your boat to a county where the assessor is tax-friendly.

## ⬇⬆THE PROBLEM WITH SOLAR PANELS

The people who know what they are doing designed a solar panel to keep our navigation buoys functioning and lighted.

The people who know what they are doing installed a solar cell on Buoy 4 at the entrance to the Oakland Estuary.

The people who know what they are doing designed these solar panels so that seagulls don't cover them up with droppings and prevent the buoys from functioning properly.



Like Peter, Paul & Mary said, "When will they ever learn?"

People who know what they are doing put anti-seagull wire up to prevent seagull landings.

The enclosed photograph shows how much such people 'know'

# MARIN COUNTY BOATWORKS



FORMERLY W.C. GARVIE

## NOW IN MARIN COUNTY — A BOAT YARD DEDICATED TO OLD-FASHIONED HARD WORK AND TRADITIONAL SKILLS

*Under New Ownership / Management*  
MARIN COUNTY BOATWORKS (Formerly W.C. Garvie Boatyard)  
is Upgrading its facilities and employing some of the most  
experienced craftsmen in the Bay Area Boating Industry.

**PREMIUM PAINTING**  
**CLASSIC WOODWORK**  
**MODERN & TRADITIONAL YACHTS**  
**SAIL & POWER**  
**60 TON 65-FT ELEVATOR**

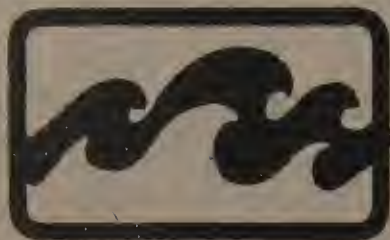
Owner — Charles White  
Manager — Al Blair  
Craftsmen — Peter Lamb  
Barry Pearson

**(415) 456-3154**

On the Canal in San Rafael  
60 Bay Street • San Rafael, CA 94901



Tim Rogers Announces  
the formation of



## Rogers Electronic Services

- Marine electronic repair
- Electrical and charging systems
  - Consultation services
  - Electronic surveys
- Design and installation of fully-compatible systems for your yacht
  - 20 years experience
  - 1st Class FCC license

**(415) 924-5366**

Call today! It's your first step to a superior electronics package for your yacht.



### BRISBANE MARINA WITH EASY ACCESS TO SAN FRANCISCO BAY

- ★ Deep well marked entrance
- ★ Private restroom & showers
- ★ All concrete construction
- ★ 24 hour security

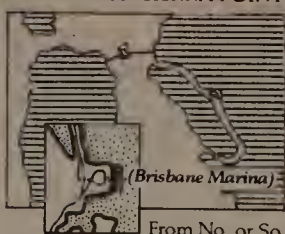


#### PROTECTED WATERS

COME IN AND INSPECT OUR  
MODERN FACILITIES.

SLIPS ARE AVAILABLE TO 66FT.  
FOR MORE INFORMATION CALL  
OUR HARBORMASTER'S OFFICE  
AT (415) 583-6975

LOCATED AT SIERRA POINT



From No. or So.  
on Hwy 101 take the Sierra Pt.  
Pkwy Marina Blvd. exit.



## Your Place or Ours?

**Q.** Where does CRAWFORD NAUTICAL SCHOOL prepare you for your US Coast Guard license examination?

- a) in class
- b) out of class at home or afloat
- c) both of the above
- d) none of above

**A.** c) both of above.

You shape your own schedule to attend classes or to use a home study plan or to combine both.

### CRAWFORD NAUTICAL SCHOOL

101 The Embarcadero, P.O. Box 3656  
San Francisco, CA 94119  
**(415) 788-4595**



# Come Spend a Free Weekend.



## *The bay-area's newest marina facility.*

**G**rand Harbor opens up wonderful new opportunities for bay yachtsmen. The advantages and benefits are many – here are a few: Amenities: Every berth is padded and has individual hookups for water, electricity and phone, with cable TV available. Extra wide docks too. Assurance: All traffic must pass through two gatehouses which are under constant surveillance by our 24 hour security staff. Dock access is limited by a no-copy card key system. Shopping: Our 300 foot fuel dock

means no waiting. The Marine Center will soon house a full service chandlery, yacht yard and handy, marine related shops. Restaurant & Food: Plans call for sit-down dining, delicatessen and even a special shop on the dock for ice, chips and beer. Parking: Abundant and well lighted, directly adjacent to the gatehouses. Price: For once, this is the nice part, berth rates start at only \$5 per foot. This is an introductory rate, so don't delay . . . Call today to learn about even more pluses.

FOR MORE INFORMATION AND SLIP RATES, PHONE (415) 865-1200

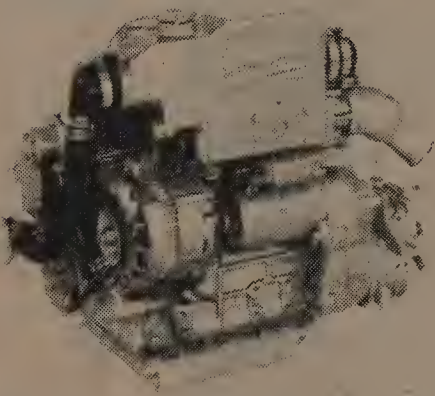


2099 GRAND STREET, ALAMEDA, CA 94501  
23rd Ave. exit from 880, over bridge, right on Clement to Grand, right to Grand Harbor



# Replace that old, tired Atomic 4 with a new Perkins

**M30  
Diesel**

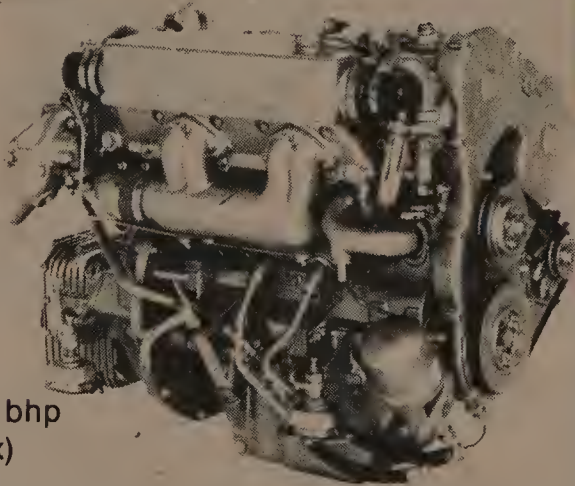


M30 = 29 bhp  
(inc gear box)  
Only 293 lbs

M50 = 50 bhp  
(inc gear box)  
Only 479 lbs

M60 = 60 bhp  
(inc gear box)  
Only 501 lbs

**M80T  
Diesel**



**Turbo**

M80T = 79 bhp  
(inc gear box)

**Only 507 lbs**

Designed by the World's Largest Diesel Manufacturer to maintain and build on Perkins legendary reputation for reliability and durability. Conservatively rated, more fuel efficient, quieter, and *most important they are affordable!!*

**Factory Authorized Dealers:**

**BRITISH MARINE**

#9 Embarcadero Cove  
Oakland CA 94606 (415) 534-2757

**LIST MARINE**

265 Gate 5 Road  
Sausalito CA 94965 (415) 332-LIST

**PERKINS POWER WEST**

1747 Enterprise Boulevard  
West Sacramento CA 95691 (916) 372-6200

**ENGINES • PARTS • SERVICE**

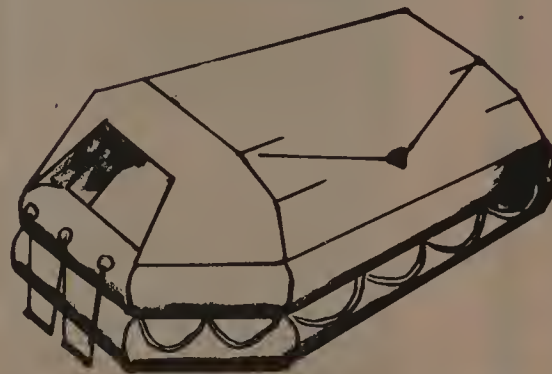
# H E W E T T

USCG APPROVED TESTING FACILITY

**SALES • SERVICE  
REPAIRS • RENTAL • REPACKING**

OF  
USCG, SOLAS, COMMERCIAL,  
YACHT AND FISHERMAN

**INFLATABLE LIFERAFTS  
INFLATABLE BOATS**



**MARINE COMPANY**

555 SELBY STREET

SAN FRANCISCO, CALIFORNIA 94124

(415) 826-4433 TELEX I.T.T. 4971778 FAX 415-826-1122

# 3 SEAS 40

## PILOTHOUSE

LOA	40'0"
LWL	35'0"
BEAM	12'10"
DRAFT	5'9"
DISP	23,500 LBS
BALL	9,500 LBS
SA (150%)	1,003 SQ FT
DSL	62 HP
FUEL	190 GAL
WATER	160 GAL
ARCH	TED BREWER

SEE HER AT  
THE SPRING  
IN-THE-WATER  
BOAT SHOW, MARINA  
VILLAGE, ALAMEDA,  
APRIL 15-23

## HANSEN YACHTS

**2415 Mariner Square Drive, #9B  
Alameda, CA 94501 (415) 523-3281**



# CABLE MOORE / FAMET MARINE

NOW ACCEPTING  
MASTER CARD & VISA

2900 MAIN STREET • ALAMEDA, CA 94501  
(415) 522-2191 • HOURS: M-F 8-5; Sat 8-4



**New  
Design**



Manual Series 1000  
Double-Action Anchor  
Windlass

List \$1127 **Sale Price \$732.55**

## FAMET FURLING

**ALL NEW**  
**STAINLESS**  
**STEEL**  
**DRUM**

Still with  
Life-time Warranty



Less  
15%  
Off  
List



Terminals



	Retail	SALE
3/16" forks.....	32.50	\$23.40
eyes.....	26.60	\$19.15
studs.....	28.50	\$20.52
1/4" forks.....	44.50	\$32.04
eyes.....	35.00	\$25.20
stud (1/2 thread)	37.70	\$27.14
5/16" forks.....	65.50	\$47.16
eyes.....	49.50	\$35.64
stud(5/8 thread)	56.50	\$40.68
3/8" eyes.....	74.70	\$53.78
forks.....	78.00	\$56.16

## WIRE TO ROPE HALYARDS

Add 10% for colored halyards



Wire Dia.	Line Dia.	Wire Length	Line Length	List Price	Sale Price
1/8	5/16	30'	30'	74.00	37.00
1/8	3/8	40'	40'	99.00	47.00
5/32	3/8	40'	50'	116.00	58.00
3/16	7/16	50'	50'	148.00	74.00
7/32	7/16	60'	60'	196.00	98.00
7/32	1/2	65'	65'	229.00	112.00
1/4	1/2	70'	70'	250.00	125.00
1/4	5/8	70'	70'	322.00	161.00
5/16	5/8	85'	85'	495.00	250.00

## SALE - LOW EVERYDAY PRICES

### U.S.A. MADE CHAIN

	Galv. P.C.	Galv. HiTest	BBB HDG
3/16	\$ .40/ft		
1/4	\$ .78/ft	\$1.32/ft	\$1.60/ft
5/16	\$1.15/ft	\$1.79/ft	\$2.22/ft
3/8"	\$1.65/ft	\$2.25/ft	\$2.82/ft
1/2"	\$2.40/ft	\$3.75/ft	\$4.68/ft

larger sizes upon request

### HIGH QUALITY IMPORT

Galv. P.C.	
1/4"	\$ .65
5/16"	\$1.10
3/8"	\$1.30

while supplies last



## Marine Fittings By:

Johnson • Navtec • Hayns • Merriman  
Ronstan • Norseman • Nicro-Fico • FaMet

Rotary Swaging for All Applications  
up to 3/4" Diameter Wire —

Complete Line of Nico-Press Sleeves, Thimbles, Shackles,  
Turnbuckles, Blocks, Lifelines, Docklines,  
Double-Braid and Splicing Capabilities —

**SPECIAL PRICING PROGRAMS FOR BROKERS!!!**

## HAND SWAGERS

HSC-600

Capacity 1/16 - 3/16 With Cutter

List Price: \$140

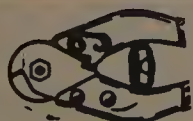
**Sale Price: \$69.95**



We rent swagers  
and cutters up to 3/8 dia.

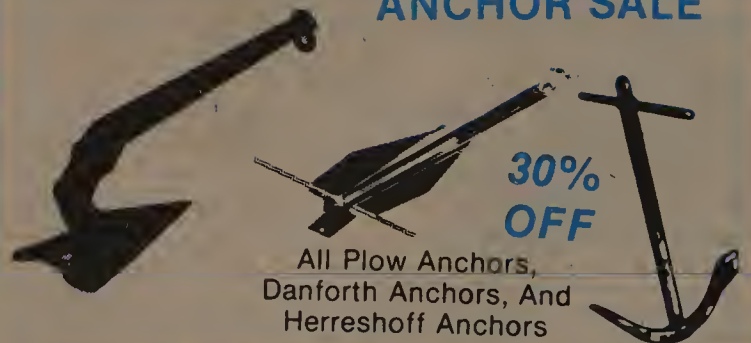
other size swagers and cutters  
also available

CU-7 Cutter  
Capacity 3/16



List Price	Sale Price
\$33.60	\$19.50

## ANCHOR SALE



**30%  
OFF**

All Plow Anchors,  
Danforth Anchors, And  
Herreshoff Anchors

**Lowest Prices  
on all  
Yacht Rigging**

**WILL NOT BE UNDER SOLD!**

**Stays • Lifelines • Shrouds  
Halyards • Yacht Braids**



## BELIEVE IT! IT'S TRUE!

**TATOOSH MARINE**, specialists in offshore cruising sailing yachts, has obtained the **BEST-WAY®** line of cruising power yachts. After a year searching, **TATOOSH MARINE** decided upon **BESTWAY** because of its quality at a reasonable price, **modern design** and **engineering**, **performance** underway, **comfort** at all times, and a manufacturer that backs its product.

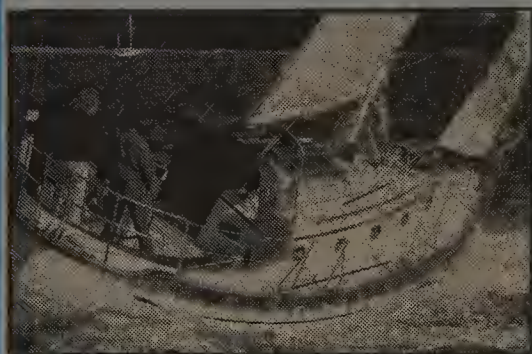


**BEST-WAY®**, the name tells it all — in sizes 38', 40', 42', 44', 46', 50' Convertible, Sedan and Motor Yacht

For your **private and personal** inspection, contact Casey or Bill at **(415) 232-7778** or join the crowd at the In-The-Water Boat Show, April 15th thru 23rd.

**AND AS ALWAYS THE BAY AREA SPECIALISTS IN OCEAN CRUISING SAILING YACHTS**

### TASHIBA 36 & 40



**QUALITY** with **LONGIVITY**

### TASWELL 43, 49 & 56



**PERFORMANCE** with **COMFORT**

### LIBERTY 458 & 49



**AESTHETICS** with **FUNCTION**

**CALL (415) 232-7778 TODAY to make your APPOINTMENT for YOUR PRIVATE viewing**  
**BROKERAGE SELECTIONS**

#### SAIL

* 26' SAN JUAN, '80, Pt. Richmond .....	\$14,900
28' ISLANDER BAHAMA, '81, Emeryville .....	29,500
28' H-28 ketch, '62, San Rafael .....	24,950
* 29' CASCADE, '65, Pt. Richmond .....	19,500
30' ISLANDER MKII, '74, Pt. Richmond .....	26,000
30' CAPE DORY ketch, '78, Alameda .....	30,000
30' BABA, '79, Sausalito .....	65,000
30' BABA, '85, Sausalito .....	81,000
30' PALMER JOHNSON, '72, Alameda .....	29,000
* 30' ERICSON, '69, Pt. Richmond .....	22,000
32' C&C, '80, Berkeley .....	44,000
* 34' DEHLER db2, '85, Pt. Richmond .....	69,000
* 36' ISLANDER, '73, Pt. Richmond .....	59,500

36' ISLANDER, '74, Sausalito .....	44,950
36' ISLANDER, '79, Oakland .....	57,500
36' PEARSON 365, '80, Pt. Richmond .....	59,500
36' S-2 121M, '80, Emeryville .....	64,950
* 37' TAYANA, '85, Pt. Richmond .....	89,500
38' ALAJUELA, '76, Alameda .....	79,000
38' C&C LANDFALL, '80, S.F. ....	76,500
39' FAIR WEATHER, '87, Alameda .....	135,000
40' BABA, '81, Seattle .....	Offers
40' PANDA, '82, Seattle .....	129,500
40' PANDA, '85, Seattle .....	149,500
40' TASHIBA 40, '86, Pt. Richmond .....	150,000

40' O'DAY, Seattle .....	69,000
42' NEWPORT, '73, Sausalito .....	69,500
42' YORKTOWN, '84, Alameda .....	Offers
46' LIBERTY 458, '82, Seattle .....	185,000
48' MAPLE LEAF slp, '75, Seattle .....	129,000
53' CUSTOM N.Z. ctr, '50, Seattle .....	95,000
58' SHOCK/RUTHERFORD, '35, Rich .....	165,000
105' HOLLAND-BUILT ketch, '03, S.F. ....	150,000
<b>POWER</b>	
30' WILLARD VEGA, '75, San Rafael .....	39,000
30' CSTM WORKING TUG, '86, Richmond .....	25,000

Additionally,  
**TATOOSH MARINE** is  
Northern California's  
representative for the  
**TASWELL, TASHIBA &  
LIBERTY** Series of New Yachts

**TATOOSH  
MARINE**

1120 BRICKYARD COVE ROAD  
POINT RICHMOND, CA 94801

**(415) 232-7778**



# LETTERS

about seagulls.

P.S. Notice how I cleverly avoided taking shots at the Coast Guard or using the word 'shit'.

Stephen Robinson  
Catalina 30, *Weekend Magic*

## ⇅BLESSED ARE THE RECORD-KEEPERS

Your article in the March issue covering the achievement of *Thursday's Child* was well-deserved and well-written. However, my sources differ with the historical points noted relative to fast passages.

Firstly, the record Cape Horn rounding 50S to 50S in a clipper ship is held by *Young America* at six days. A 12-day rounding is certainly respectable, but the rounding to beat has yet to be beaten.

Secondly, the *Great Republic's* run from New York to the Equator of 15.5 days, while spectacular, doesn't quite match up to *Stag Hound's* passage of 13 days from Boston Light to the same latitude.

In 1910, Captain Arthur Clark made an interesting compilation of record speeds, dividing the course from Boston to San Francisco into six passages. He arrived at a potential record time of 69 days for the full course, a time he deemed impossible. Such a record run by any one clipper would have had to have most favorable conditions all the way. Interestingly, neither *Flying Cloud* nor *Great Republic* figured in this compilation!

But in a sense we are comparing apples and oranges. The clipper ships, while certainly designed to be fast, were not today's racing machines; they were carrying cargo. Their principal purpose was to reach their destination as economically as possible — and speed was part of those economics. In this effort, they established some impressive records, and it is great to see them viewed as a challenge by some very courageous people today.

As I write this, Philippe Monnet is coming up the coast with a chance of bettering even the latest record. Moreover, he is singlehanded a trimaran, which is, I am sure, the last choice most of us would make for a boat. I hope we are not going to have another grotesque series of legal proceedings — like the *America's Cup* — to decide which was faster.

Bob Jakob  
Mill Valley

Bob — It's the suspicion of Rob Moore, who researched and wrote the article, that recording-keeping wasn't a very exact science during the Gold Rush. He reports that the six books he used to research the subject couldn't even agree on such basics as *Flying Cloud's* length or tonnage — or even how to spell her captain's name. Since all we know is what we read, we're not about to quibble over such historical 'facts'.

## ⇅CLIPPER SHIP RECORDS TO STAND FOR ALL TIME

My hat is off to the crew of *Thursday's Child*. They have set a record for ultralights around the Horn. Perhaps it will stand for a long time.

There is another record which still stands, that of *Flying Cloud's* passage from New York to San Francisco in 1854. (A log entry for the *Andrew Jackson* in 1860, "89 days and four hours from New York", indicates that they would have beaten the record. I'm tracking that down to see if it was disallowed for some reason.)

The point is that the records by *Thursday's Child* and *Flying Cloud* are like apples and oranges.

*Flying Cloud*, *Andrew Jackson*, *Sea Witch*, *Great Republic* and a host of others were working vessels, making their living as "long haul truckers" on the worst stretch of highway in the world. They

# 9.9% FINANCING

## NOW!!!

### WE WANT YOUR BOATING BUSINESS!

Great Financing\* or Cash Back  
For New Clients

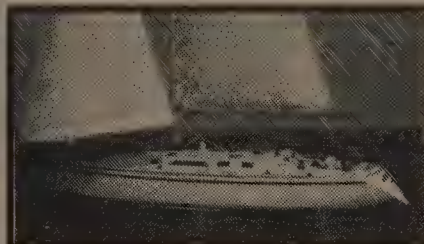
April thru May 15, 1989 ONLY!

### BUY FROM D'ANNA AND SAVE

#### \*SELECTED VESSELS OAC



CS 36 BEAUTIFUL CONDITION. CRUISE  
READY, EXTENSIVE GEAR. \$75,000  
TWO OTHERS ALSO AVAILABLE



CS 40 LOADED WITH GEAR, LIKE NEW  
ONLY \$135,000



J/29 EXC. CONDITION, STEAL ME! TRY  
\$28,000. No brokers please.



SANTANA 35 BANK REPO TRY \$42,000

#### SAILBOATS

24'	S-2, '80	.....	\$6,500
24'	S-2 '87, LIKE NEW	....	OFFERS
25'	MERIT, '82	.....	7,500
525	SANTANA, '80	..Repo/Offers	
27'	CS, '82	.....	21,000
27'	NEWPT, '79	.....	13,500
28'	ERICSON+, '82	.....	31,000
28'	ISLANDER, '76	SOLD ..	27,000
28'	SAN JUAN	.....	TRY 13,500
28'	NEWPORT, '77	.....	25,000
29'	CAL	.....	24,500
30'	CATALINA, '76	.....	20,500

#### LIVEBOARDS

30'	S-2, AFT CABIN	.....	OFFERS
34'	COLUMBIA	.....	28,000
35'	ERICSON, '74	.....	29,500
36'	C&C	.....	47,500
36'	FREEDOM, '83	.....	109,500
40'	VALIANT 40	SOLD ..	95,000
44'	CS, '85	.....	210,000
50'	CS, '88	.....	358,000

#### POWER

26'	FIBERFORM	.....	13,500
2455	BAYLINER, '88	.....	20,000
27'	TOLLYCRAFT	.....	13,500
30'	CHRIS CRAFT	.....	12,500
36'	CALIFORNIA, DSL	.....	88,500
36'	GRAND BANKS	.....	59,500
38'	DEFEVER	.....	59,500
45'	STEPHENS	.....	44,000
50'	HACKINS, TWN DSL	.....	25,000
50'	GRAND BANKS	.....	248,000
62'	WHEELER, certified	...	185,000

#### HUNDREDS OF OTHER BOATS AVAILABLE

These  
Owners  
Say  
**MUST  
SELL  
NOW!!**

#1 Service and Value Since 1974

# D'ANNA

YACHT CENTER, INC.

(415) 451-7000



# SUTTER SAILS

## 37 Years Of Quality And Experience

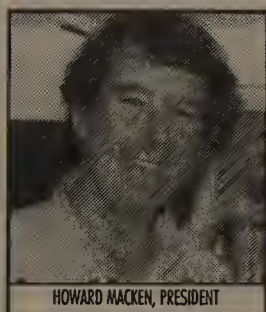
We have combined the Sutter tradition of strong reliable sails with our latest C.A.D. system. The results are sails of extraordinary quality, strength and performance.

We invite you to consider us for your next sail purchase.

Howard has been sailing for over 32 years. He is a veteran of most of the popular one-design classes such as Lightning, Snipes, F.D., Fireballs, 505 and J/29. He has won or placed in many national and international events. He has also participated in just about every major offshore race on the west coast from Ensenada to the Swiftsure.

In addition to his sailing experience, Howard has been making sails for over 24 years! He has pulled together a very talented and helpful staff to assist you with all your sail related needs.

**Remember: At Sutter Sails You Talk  
To A Sailmaker, Not A Salesman!**



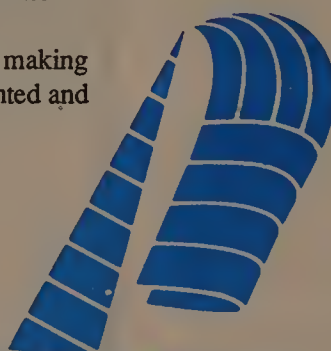
HOWARD MACKEN, PRESIDENT

- ✓ Cruising and Racing Sails
- ✓ Recuts and Repairs
- ✓ Bi-Radial Roller Furling Headsails
- ✓ Full Batten Mains
- ✓ Used Sails
- (Largest Selection in Northern California)
- ✓ Experienced and Helpful Staff

**PROFURL**

Reef/Furling System  
Sales and Service

*"The Finest Offshore System Made!"*



# SUTTER SAILS


HARBOR DRIVE, P.O. BOX 927,  
SAUSALITO, CA 94965

**(415) 332-2510**

## SIMPLE INSTALLATION.



These great new deck chocks quickly, easily and neatly store and secure your inflatable to the forward or aft deck of your boat. The inflatable rests 6" above deck to allow easy deck cleaning. The chocks are made of moulded white high impact structural foam. Very lightweight and easy to install, the chocks are designed for inflatables and R.I.B.s (rigid inflatable boats) up to 250 lbs. (total weight, including motor), and up to 15" diameter tubes. Price: \$99.50. For a quick, easy inflatable boat chock system, call or write for the name of your nearest dealer.

**AVON**  **SEACELL MARINE**

1851 McGaw Avenue, Irvine, CA 92714 (714) 250-0880 (800) 432-7275 (CA) (800) 854-7595.

## MARINE INSURANCE

POWER YACHTS AND  
SAIL YACHTS —  
ALL SIZES

COMMERICAL MARINE  
COVERAGE

MARINE LIABILITY  
FOR MAINTENANCE AND  
REPAIR BUSINESS



**For More Information  
Call Rob McCurdy  
(415) 441-7800**

**A. MASON BLODGETT & ASSOCIATES, INC.**

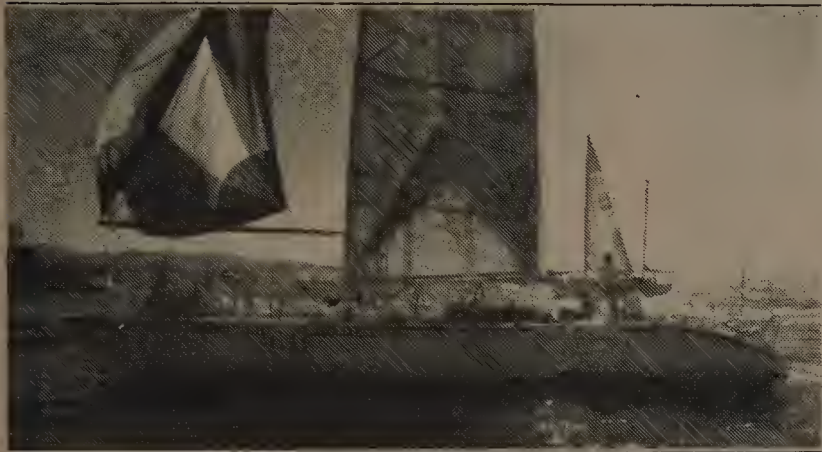
1625 Van Ness Ave., San Francisco, CA 94109

**FAX: 415-394-6305**



# LETTERS

regularly made incredible passages of under or around 100 days. They did not pick their seasons; the ships sailed when their cargo was aboard. They were loaded as deeply as their skippers dared, as



Let's see, is this one the apple or the orange?

every pound of cargo was more money in the bank with the incredible Gold Rush freight rates.

The food was bad and living quarters appalling. The actual sailing was arduous beyond belief; frozen rigging, pumping decks awash with freezing water, sleet and snow were just some of the difficulties.

Some captains carried sail until the bolt ropes blew out, then bent on more. The cost in lives and broken men was enormous, but went on until the end of the Gold Rush when lower freight rates made it unprofitable. The ships, hastily built and overdriven, for the most part wore out in a very few years, with hulls strained by constant driving until they were no more than sieves.

Later, the Down Easters were also driven hard, but not in the manner of the great flyers of the Gold Rush era. The Germans also ran a Cape Horn route to Chile with almost clockwork precision until World War I.

We have proved that modern technology can get us from Point A to Point B in almost every medium faster than our ancestors, but does that negate their record passages? A specially-built, stripped down, ultralight, filled with freeze-dried, carefully balanced rations, manned by a small, skillful and dedicated crew, schedules their voyage for a Southern Hemisphere summer passage. Radio gives them long range weather forecasts, electronics gives them their position within a few feet, regardless of fog or fury. Should disaster happen, modern survival gear and EPIRBs give them a reasonable chance of survival and rescue. It's apples and oranges.

No, the clipper ship records will stand for all time. Congratulations to *Thursday's Child* and her crew for the fastest ultralight racing passage around the Horn. May it stand until the ultralights race there no more.

Steve Osborn  
Mill Valley

Steve — We think that just about everybody would agree that the magnificent achievements of both *Flying Cloud* and *Thursday's Child* are not really comparable. Warren Luhrs, the man who stood to profit the most by making such a comparison, distinctly eschewed it.

## ↑↓ A DIFFERENT KIND OF CHARTER

We're interested in chartering a cruising boat for approximately one year.

It seems silly that so many cruising boats float idle and unused in marina berths when people like ourselves could be making the boat and insurance payments as well as cover the wear and tear

## CHARTS OF THE WORLD IN STOCK

### Charts are our business . . .

So our large inventory covers most of the world. We carry National Ocean Survey, National Oceanographic and British Admiralty Charts.

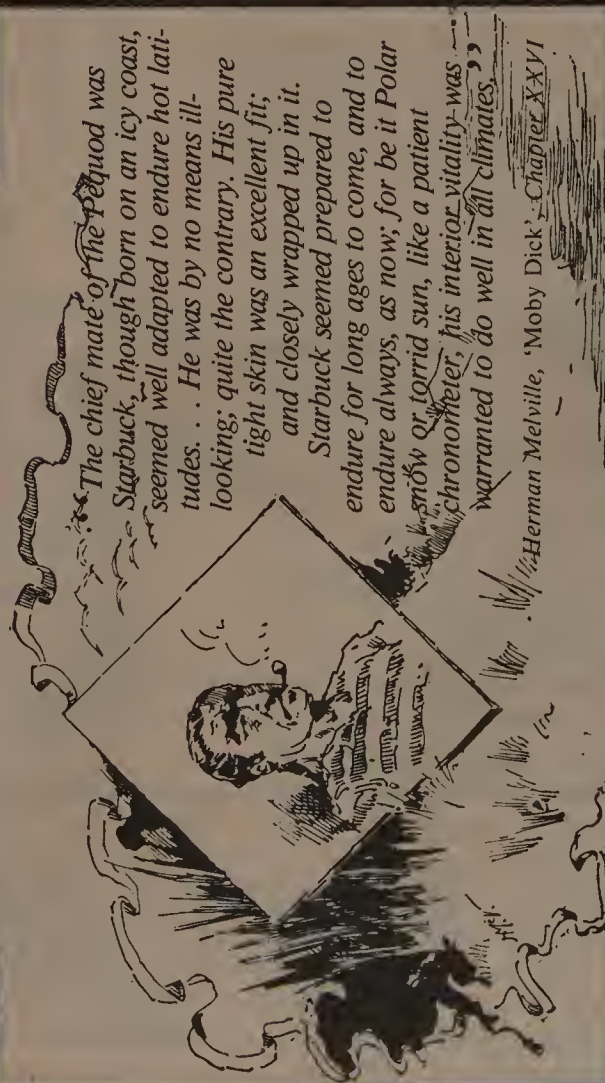
We also stock all the publications and navigation books that you need and Pilot Charts, Loran, Omega and plotting charts are on hand.

And we sell sextants, chart tools, compasses, clocks, barometers, chronometers, computers, logs and binoculars.

Please call us for your requirements.  
We are at your service.

## TRADEWIND INSTRUMENTS LTD.

MARINE NAVIGATIONAL INSTRUMENTS  
2540 BLANDING AVENUE ALAMEDA, CA 94501  
(415) 523-5726



## STARBUCK CANVAS WORKS

300 INDUSTRIAL CENTER BLDG • HARBOR DR • SAUSALITO, CA 94965

Edgewater 2-2509

Invest in a Tall Ship The Call of the Sea. (415) 331-1282



# IT'S A HONDA

## OUTBOARD MOTORS

2, 5, 7.5, 10 & 15 HP

## GENERATORS

650-6500 watts, super quiet

## WATER PUMPS

1½-3 inch High Volume

INSTALLATION,  
PARTS, SERVICE

**Voyager Marine**

1296 State St., P.O. Box 123,

Alviso, CA 95002-0123 (408) 263-7633

Closed Sundays & Mondays



**HONDA**

**Power**

**Equipment**



For optimum performance and safety, we recommend you read the owner's manual before operating your Honda power equipment.

# APRIL CLEARANCE SALE

<ul style="list-style-type: none"> <li>Anchors 30% Off</li> <li>Anchor Rollers 40% Off</li> <li>Autopilots 40% Off</li> <li>Barbecues 30% Off</li> <li>Blocks 30% Off</li> <li>Bottom Paints 30-60% Off</li> <li>Cabin Heaters 25-40% Off</li> <li>Cabin Lights 30% Off</li> <li>Compasses 30% Off</li> <li>Clocks 30-40% Off</li> <li>Fenders 30% Off</li> <li>Flare Kits 40% Off</li> <li>Foul Weather Gear 40% Off</li> </ul>	<ul style="list-style-type: none"> <li>Furling Systems 25-40% Off</li> <li>Galley Stoves 25-40% Off</li> <li>Hatches 40% Off</li> <li>Knotmeters 30% Off</li> <li>Lifejackets 40% Off</li> <li>Portlights 40% Off</li> <li>Nav. Lights 50% Off</li> <li>Staloks 30% Off</li> <li>Strobe Lights 40% Off</li> <li>Turnbuckles 30% Off</li> <li>Winches 40% Off</li> <li>Windlasses 40% Off</li> <li>VHF Radios 40% Off</li> </ul>
--	---

\*Clearance sales prices subject to selected items in stock. All new merchandise.



**FIBERGLASS BOAT REPAIRS** including

- Epoxy Gelcoat Blistering
- Worm Spade Rudder Bearings
- Keel/Hull Damage
- Balsa Foam Core Delamination

**WEST SYSTEM**

Products

- **Wooden Boat Construction and/or Repair with Epoxy**
- Saturation Coating or Glueing
- Reinforced with Fiberglass, Kevlar or Graphite
- Composite Construction

**Boat Yards / Dealers Wanted**



**Voyager Marine**

1296 State St.

P.O. Box 123, Alviso, CA 95002-0123

(408) 263-7633

Closed Sundays and Mondays



# Yacht Insurance

DON'T LOOK ANY FURTHER!



Phone

**"Dick" Dickerson**  
**(415) 341-2674**

1650 BOREL PLACE, SUITE 203  
SAN MATEO, CA 94402

- LOWEST RATES
- FASTEST SERVICE
- BROADEST POLICIES

**Emergency Towing Service**

*A Professional Insurance Service  
In The Bay Area  
Since 1952*

# PURE WATER WHEREVER YOU CRUISE



The cruising sailor fills his water tank from many different sources. Why risk water borne discomfort or illness. Why put up with annoying water tank taste. **Install the Marine Industry leader now! The Seagull IV Drinking Water Purifier removes foul tastes, odors, asbestos and fiberglass particles, toxic chemicals — including chlorine and most importantly, harmful bacteria.** Easily installed and maintained the Seagull IV is the choice of major airlines, boat manufacturers and charter organizations. **Using one completely eliminates the need to bring bottled water on board: It's no secret that more boaters buy a Seagull IV than any other system on the market. ORDER YOURS NOW!!**

**GENERAL ECOLOGY OF NEW ENGLAND  
H<sub>2</sub>O PURIFICATION INC.**

Marine Division: P.O. Box 412, Tiburon, CA 94920  
800 426-4556 or 415 435-2472

UPS Daily



Accepted





## RAYNAV 780 Loran-C gives you the highest level of performance, easily!

### Designed for the way your mind works.

Even if you've never used Loran before, in less time than it takes to read this ad, you could be navigating with the rugged, top-of-the-line, commercial-quality RAYNAV 780.

### Ultra-modern digital architecture and advanced computer software make this the world's best and easiest to use Loran-C navigator.

Just turn the clearly labeled rotary switch to select any function, and RAYNAV 780's computer brain takes over. Simple English-language screen prompts guide you through initial operation. Complicated Loran functions that once took hours to learn now take only seconds.

### No other Loran even comes close.

Optional dual-chain acquisition and tracking improves LOP angles, even in areas where they are typically poor. RAYNAV 780 also has a new high-dynamic range for better reception in fringe areas.

It has the largest LCD readout in its class. RAYNAV 780 displays own position and up to 99 waypoints (WPT's) in Lat/Long or TD's; provides bearing, range and time to next WPT; total distance to final WPT; present speed and course; velocity towards destination and along route; course made good; and cross-track error with steering guidance. It is equally at home on large ships and workboats, commercial fishing boats, megayachts, sportfishing boats, and other power and sailboats. Outputs for NMEA 0180/0182/0183, and JRC/Raytheon formats make it compatible with other onboard electronics.

### Unmatched 2-year warranty.

The weatherproof RAYNAV 780 has passed Raytheon's tough environmental tests, and has a 2-year limited parts warranty with one year free labor (see conditions) by any of our U.S. dealers or worldwide service network in major ports everywhere.

For more information, contact your local authorized dealer, or:  
RAYTHEON MARINE COMPANY  
46 River Road  
Hudson, NH 03051 USA  
603 881-5200  
FAX 603 881-4765



### Improve the appearance and performance of any boat.

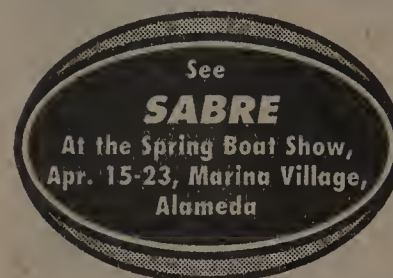
Combine RAYNAV 780 with RAYSTAR 920 GPS Navigator and RAY 90 VHF-FM Radiotelephone, and you have a combination that is both powerful and handsome. Designed to work together, outputs from RAYNAV 780 can help keep RAYSTAR 920 on track during limited satellite coverage. All three units offer optional flush-mount kits that enhance any bridge with a super-custom look.

Specifications subject to change without notice.

**Raytheon**



# SIX REASONS TO CHOOSE SABRE



**1. QUALITY CONSTRUCTION AND DETAILING:** Skillful craftsmanship combines with advanced technology at Sabre to produce yachts of renowned quality and distinction. Construction thoroughness and elegant teak finish are unmistakably Sabre's hallmarks of excellence.

All living spaces feature rich teak woodwork, handcrafted to the last detail. Hand-laminated, balsa-cored fiberglass construction provides structural integrity.

**2. EXCEPTIONAL RESALE VALUE:** Purchasing a Sabre Yacht is a rewarding investment decision that will provide years of enjoyment and pleasure. As an example, Sabre 28, hull #1, was built 19 years ago and still proudly sails today. It is presently worth substantially more than its original retail value. Call us for local examples.

Sabre owners are as proud to own and maintain their yachts as we are to build them, and the demand for pre-owned Sabres reflects this. Excellent resale value is one of the reasons why so many Sabre owners have traded up to larger Sabre models.

**3. CONTEMPORARY STYLING & THOUGHTFUL DESIGN:** Sabre yachts are styled and designed to meet the needs of today's yachtsman — to be as comfortable and easy to sail as they are aesthetically appealing.

A low profile cabinhouse, recessed windows and graceful lines are just some of the elements of Sabre's sophisticated, contemporary styling.

Ergonomics play a key role in the design of a Sabre yacht. The T-shaped cockpit, with its well placed coaming backrests and raised helmsman's seat are examples of Sabre's focus on sailing comfort.

**4. OUTSTANDING OFFSHORE RACER/CRUISER PERFORMANCE:** Sabres are actively raced in both local and long distance events with

exceptional success. They have participated in several transatlantic and transpacific passages, and have done consistently well at Black Island Race Week, Long Island's Around the Island Race, Lake Michigan's Mackinac Race, the West Marine Pacific Cup Race to Hawaii, and many other prestigious regattas.

Sabre's outstanding offshore performance heritage assures fast passages for the cruising sailer and offers a competitive edge for the racing sailer.

**5. COMMITMENT TO SABRE OWNER SATISFACTION:** Owner satisfaction has been the #1 goal at Sabre since our beginning 19 years ago. We strive to meet this goal daily with a national dealer network and a customer service staff dedicated to providing expert advice and prompt service.

An important part of Sabre owner satisfaction is the enjoyment of becoming a member of Sabre's family of 1500 owners. Together, at owners' events such as the Sabre World Cup Regatta, they share the spirit of sailing and pride of owning a beautiful and well built yacht.

**6. A CHOICE OF SIX DIFFERENT MODELS:** Sabre offers variety in six elegant models — 30 • 34 • 36 • 38 • 42. Every sailing situation is as different as the sailer who experiences it and Sabre offers choices in design, style and performance features to meet the needs of the most discerning yachtsman.

Sabre's heritage of excellence assures exceptional quality and value with all models.

**BROKERAGE  
APRIL ONLY**

## SPRING BLOW OUT

### THIS COULD BE YOUR LUCKY DAY!

Our Sellers Have Committed To Negotiate On Every Offer

**BROKERAGE  
APRIL ONLY**

- 30' MOTORSAILER • 60' CLASSIC •
- 52' COLUMBIA • 47' GARDEN VAGABOND •
- 45' PORPOISE • 45' LANCER • 44' PETERSON •
- 44' PETERSON • 41' NEWPORT • 40' OLSON •
- 40' MARINER • BRISTOL • 38' FARR • 38' FARR •
- 38' C&C • 36' UNION • 36' PEARSON •
- 36' ISLANDER • 35' DEHLER • 34' FISHER •
- 34' CORONADO • 33' MORGAN O/I • 22' WESTSAIL •
- 32' ARIES • 31' MARINER • 30' TARTAN •
- 30' LANCER • 30' ISLANDER • 30' ERICSON •
- 30' COLUMBIA • 30' CAPRI • 30' CAPE DORY •
- 30' ODYSSEY • 29' BUCCANEER • 29' BRISTOL •
- 28' SAN JUAN • 28' ERICSON • 28' CORONADO •
- 28' COLUMBIA • 27' SUN YACHT • 27' PEARSON •
- 27' ERICSON • 27' CAL 2-27 • 27' CAL 2-27 •
- 26' US YACHT • 26' SAN JUAN 7.7 • 26' CHEOY LEE •
- 26' INTERNATIONAL FOLKBOAT • 26' C&C • 26' BALBOA •
- 25' MCGREGOR • 25' VENTURE • 25' CORONADO •
- 25' CHEOY LEE • 25' CAL 2-25 • 24' SAN JUAN •
- 24' NIGHTINGALE • 24' ISLANDER BAHAMA •
- 23' CORONADO • 22' RANGER • 21' COLUMBIA •
- 19' CAPE DORY •

**NO PRICES ARE LISTED —  
THESE SELLERS ARE SERIOUS AND READY!  
MAKE AN OFFER!!**



**ERICSON 36** From Ericson's line of traditional yachts, the convenience of modern boatbuilding and the comfort and looks of old world charm.



**PETERSON 44** Classic, spacious world cruiser in tip-top shape. Beautifully maintained with lots of goodies. Your month to make an offer!



**CAL 2-27.** Large, active Bay Area one-design. Terrific family cruiser, i/b, standing headroom. Have a look — it's clean.



**LANCER 45** Spacious, easy to sail, high speed motor sailor. Great if you like the speed and versatility of power but can't miss the quiet pleasure of sail. Your best offer in April.

**CHARLES  
THOMSON  
YACHTS**

1917 Clement Ave.  
Alameda, CA 94501

**(415) 865-3662**

By Svendsen's Boat Yard  
Hard to Find — TOUGH TO BEAT  
Open Tues-Sat



# LETTERS

involved with cruising such a boat for a year.

Have you ever heard of anyone chartering their boat out for a year to go on a cruise? We are looking for just such a situation, with a boat in the 40 to 45-ft range.

Grady Meadows  
Monte Rio, CA

*Grady — Racing boats are often chartered out for long periods of time, but it's seldom done with cruising boats. It probably has something to do with the fact that racing boats are normally viewed as tools while cruising boats are considered mistresses. Men often lend out pliers but rarely the lady that makes their heart go pit-a-pat, so don't be surprised if you don't get many takers. Nonetheless, with the sailboat market still soft, there may be some owners willing to assume the risks.*

*Counting ourselves among those who hate to see fine boats sit idle, we're interested in hearing from anybody who has successfully chartered or chartered out a cruising boat for a long period of time.*

## ↓↑MORE ON FOLDED BOATS

An article appeared in December's *Sightings* regarding my Canadian-designed, built-in-a-month steel boat. Apparently the designer has not responded to many inquiries regarding this design; that's because Brent has been away cruising this year and has had difficulty receiving his mail on a timely basis.

If interested parties would write to me at the address below, I would be happy to send them some preliminary information.

Steve Danaker  
P.O. Box 1766  
Sausalito, CA

## ↓↑JASON AND THE PHRF-ONAUTS

High speed off-the-wind sailing started 3200 years ago when a Greek sailor named Jason flung a red-haired, blue-eyed princess aboard his yacht *Argonaut*. The crew made sail extra fast as the princess' daddy was in hot pursuit with murder on his mind.

What makes a yacht go fast? Is it lust or intent to kill? The body of Princess Medea was not the only prize; she knew how gold could be extracted from a river — and where that river was. The *Argonaut* stood off the Black Sea coast, a lucky breeze gave the rowers a break.

With the near death of the local IOR racing, sailors and yacht clubs have also gotten a lucky break. Now is the time to make the changes necessary to make racing more fun, fair and exciting, which will bring out more yachts. I suggest we keep but modify the affordable PHRF system, but introduce some peer judging. Each concerned yacht club should set up a certificate review board with seven or nine past and present race winners. Records of actual boat speeds in races should be kept for several years and be available to the review board.

Then, the review board need only ask: Do changes made to the yacht or crew make the boat go faster? PHRF only measures speed; is that all that should be rated?

I say anything that adds speed should be given a handicap. For example, a sailor's handicap should travel with him from yacht to yacht in the following manner:

Professionals such as sailmakers, boatbuilders, measurers and naval architects should have 10 seconds a mile taken from the rating of the yacht they race on.

Local season champs, minus 10 seconds.

National champs, 20 seconds.

World class sailors, 30 seconds.

Boats should also have extra handicaps:

Boats with gutted interiors, minus 20 seconds.

# Still Winning & Looking Beautiful



PHOTO: MARIAH HEALY

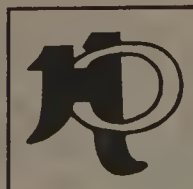
Steve and Wren Collins' Alberg 30 Hawk.

Hawk's headsails and spinnaker were all made by us four years ago.

This year Steve was First in Division, Singlehanded Three-Bridge Fiasco and Second in Class, MYCO Midwinters.

# HOGIN SAILS

Beautiful, Durable and Fast



In the Alameda Marina at  
1801-D Clement Ave., Alameda, CA 94501

(415) 523-4388

Mon-Fri 9 am to 5 pm • Sat 10 am to 2 pm



# "SURVIVE THE SAVAGE SEA"

## SVENDSEN'S CHANDLERY SHOWS YOU HOW

The

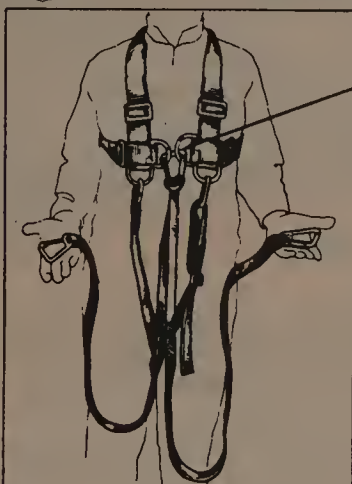
**BayleySuit**

Prices Start at \$431.00 List

**OURS:**  
**\$387.90**



### SAVE-A-LIFE SAFETY HARNESS



Breaking strength:  
4,500 lbs  
Lifting "di" ring  
Fully adjustable  
Crutch strap  
Double lead lines

List: \$150.00

**OURS: \$120.00**

Reduce sail without the danger:

### HARKEN JIB REEFING & FURLING SYSTEMS

**10% Off or  
Free Installation**



**Vital Signs.**

**SIGNETMARINE**

For the most modular, easily expandable systems available, nothing beats the SmartPac PC by Signet. These fully integrated systems include the SL 110PC depth/speed/distance/temperature system, including the distribution of SatNav/Loran information, the SL 210PC that adds wind functions, the SL310PC providing virtually every racing function imaginable, including digital compass and heel angle. The menu driven display includes a variety of formats, such as bottom graphing and analog dial. The display will also graph any function vs. time and present up to 6 functions on the screen at once. Function size is user selectable.

### SVENDSEN'S

Signet Dealer and Service Center for over 15 years

Also:

### STANDARD HORIZON Hand-Held VHF

List: \$659.00

**OURS: \$382.22**

### Skyblazer Pocket Flare Kit

List: \$17.99

**OURS: \$14.39**

### ACR 4F Strobe

List: \$69.95

**OURS: \$55.96**

# SVENDSEN'S

1851 CLEMENT AVENUE  
ALAMEDA, CA 94501

**(415) 521-8454**

*The Boaters Discount Supermarket*

OPEN TO SERVE YOU

M - F 8 to 5:30 Sat. 8 to 5  
Sun 9 to 4



# LETTERS

Dry-sailed boats, minus 20 seconds.  
New main or genoa, five seconds for each year.  
Boats that can plane on the Bay, minus 10 seconds.



At left, Bogart-Goring's 21-year old cutter.

There would be no higher authority for ratings than the yacht club putting on the event. Those who want to spend money have a place to play with IMS racing; those who want to race nationally or internationally are of no concern to us.

Higher authorities, professionals and prima donnas do not pay the bills, rarely race their own boats, and have spoiled the sport. They must pay.

Yacht racing, yacht brokers, sailmakers, and boat prices are in as perilous a position as Jason was in: When dawn came the horizon was clear, but Jason had to sail the entire 2,000 miles around the Black Sea to avoid an angry father. Jason slipped back into the Dardanelies with the *Argonaut*, crew and Medea safe. The gold in the river was extracted by laying the fleece of a ram on the river bed. When the fleece turned golden it was removed. So ended the quest for the golden fleece.

Donald Bogart - Goring  
Sailmaker of 35 years,  
Owner of 21-year old planing cutter,  
Alameda

Donald — If your idea has a weak point, it's that figuring out a boat's handicap would take longer than completing a race.

## ↓↑CLEAR AND CONCISE ABOUT CHARTERING

Thank you very much for your clear and concise response to my inquiry regarding chartering (page 39, February).

As you can see from the attached article that appeared in the March '89 *Soundings*, there is still confusion in the ranks. The article implies that any boat owner who takes someone out other than his/her immediate family is in danger of being "busted". If, as a boatowner, I should accept a dinner invitation, a six-pak of beer or a cookie in appreciation for the "ride", I might be charged with chartering. God help me if my friends want to fish! With Zero Tolerance so fresh in our minds, I'm wondering if I should nail my boat to the dock.

Thanks again for being there when we need you.

Erle R. Kirk  
Los Altos Hills

Erle — There is no confusion about what constitutes a charter; if you receive anything in compensation for taking somebody on your boat — even a beer or cookie — it's a charter. The confusion is at what point — a cookie or ten gallons of gas — the Coast Guard or the courts are willing to take punitive action.

It's a genuinely tricky issue. On the one hand, the public



## Much More than Just a Marina

That's Marina Village in Alameda. Close to everything, it's the premiere deep water port for the Bay Area boater.

Marina Village has it all. Dockside water and electricity. Shoreside heads and showers. Phones on the dock. Ample parking. 950 slips — from 28 to 72 feet — and stable concrete piers, adding up to first-class berthing.

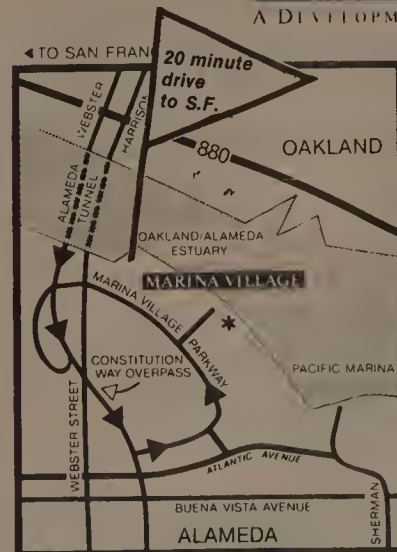
At the marina are nine yacht brokers, support services, yacht charters, sailing classes and a fully stocked deli. Nearby you'll find restaurants, Encinal and Oakland yachts clubs, a waterfront park and a Par Course. A new 24 hour Lucky Super Store, Long's Drugs and many smaller shops are adjacent to the marina.

You'll think you've docked at an exclusive resort. Yet, you're only a 20-minute drive from San Francisco and five minutes from downtown Oakland. Ideally situated on the Oakland Estuary, in sunny Alameda.

Marina Village — Much more than just a Marina

## MARINA VILLAGE

A DEVELOPMENT OF VINTAGE PROPERTIES



DEEP WATER  
SLIPS OPEN

NOW  
IN  
ALL  
SIZES

CALL  
(415) 521-0905

\*Harbormaster  
1050 Marina Village Parkway



# GIANOLA & SONS MOVING SALE!

We're Moving to  
400 Harbor Drive, 2nd Floor of the  
New Anderson's Building

**ALL ODDS & ENDS  
MUST GO**

*This Is Good Useable Stuff  
We Don't Want Anymore*

Wheel & Binnacle Cover  
Forward Hatch Cover  
Large Hatch Cover  
Ex-Large Tear Drop Jib Bag  
7' Small Dinghy Cover  
14' 6" Sail Cover  
9' 3" Sail Cover  
2 Tail Bags 13 1/2"x12 1/2"x3"  
Tiller Cover – Sock Type 30"x12"  
Barent 28 Winch Cover  
Sail Cover 15' 5"  
Awning Pole Sock 8' 6"  
Unfinished Awning  
Unfinished Small Jib Bag  
Low Profile Sail Cover 10' 10"  
Misc. Winch Covers  
Flag Pole Socks  
Old-Repaired Sail Cover approx 15'  
1 Piece (5 windows) Wraparound  
Windshield Cover  
Large Teardrop Jib Bag  
Tiller Cover 45"  
Halyard Strap  
2-7' Useable Backdrop Cloth  
MORE

**MAKE US AN OFFER**



**GIANOLA & SONS, INC.**  
210 HARBOR DRIVE  
SAUSALITO, CA 94965  
(415) 332-3339

New Address: 400 Harbor Drive, Sausalito

**NOW!**  
**INSURANCE**  
**AT LOWEST RATES EVER!**

☐ POWER  
☐ SAIL

★ Making Customer Satisfaction #1  
★ 25 Years Serving The Peninsula

*"I've been insured by Michael F. Dunne Insurance for over ten years and the rates and service have always been great!"*

Jim Nelson, 60-ft Herreschoff

*"I've always been impressed by the speed and efficiency with which claims have been handled!"*

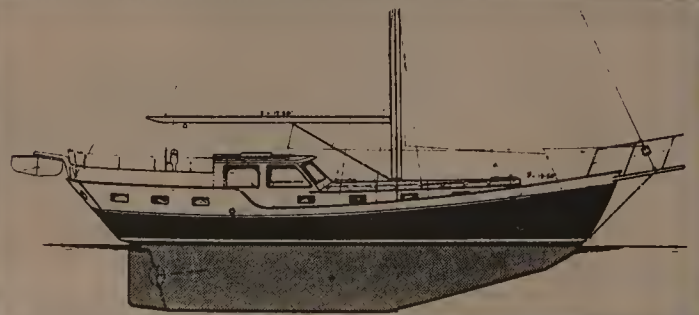
Jack Horton, Islander Freeport 41

**Call Us Now For The Best Quote  
And The Best Service.**

**MICHAEL F. DUNNE INSURANCE**  
**(408) 286-7225**

1536 Kerley Drive, San Jose, CA 95112

## HORIZON 42 PILOTHOUSE CUTTER



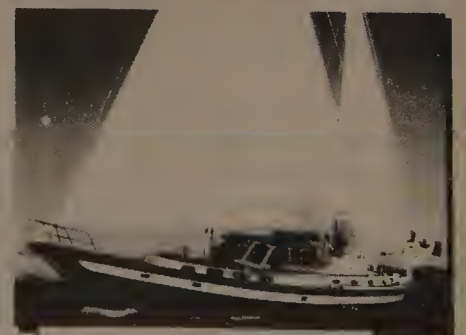
Fully loaded. Sailaway with fully battened main, propane stove, 9 cu. foot fridge and freezer, dual station steering, large aft cabin, double sink, heater, VHF, Radar, Loran, depth sounder, log, anchor, 12 volt windlass, winches and much more.

Price \$147,000

We will also custom build to your plans

Get Steel for safety and durability.

Used Steel boats available.



**HORIZON 64 MOTORSAILER**

For the more experienced yachter. Ideal for charter, liveaboard or simply offshore cruising in comfort. Sailaway \$560,000 Canadian.



Custom 33-70' Yachts.

Please call or write for a brochure.

**HORIZON YACHTS LTD.**

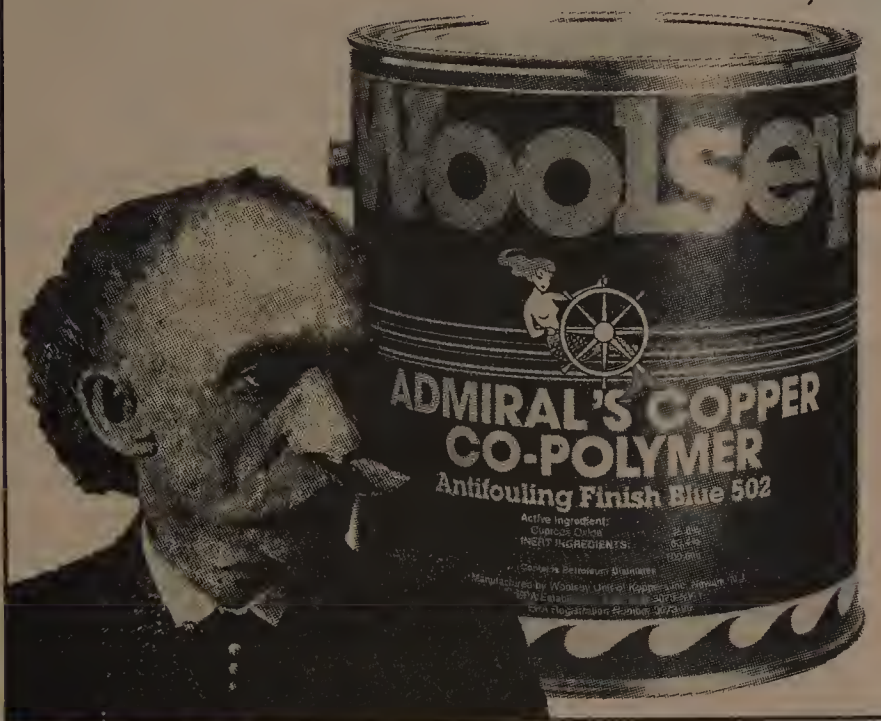
B-33201 London Avenue, Mission, B.C. V2V 4P9

Business: (604) 820-0844 Home: (604) 826-9952 Jake



# "Being first, always takes second place to being best!"

Charles Woolsey—Founder, 1853

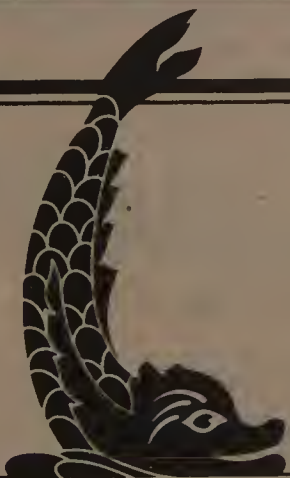


We at Woolsey have lived by the above philosophy for 135 years, ever since we began formulating antifouling paints. Exhaustive research and testing, although time-consuming, are vital ingredients that go into every can of Woolsey marine coatings. It's what makes Admiral's Co-polymer the top choice in bottom paint. This highly effective, copper-based antifoulant is 100% tin-free and conforms to all the latest EPA requirements. A self-polishing, multi-season coating, it provides the best long-term protection for your bottom, even if applied directly over old bottom paints. Admiral's Co-polymer is easily applied to fiberglass, wood and steel bottoms, and is recommended for use in all waters.

Start off your boating season right by using, or specifying, this exceptional antifoulant. You'll enjoy smoother, faster performance this year ... and beyond ... while your bottom stays in beautiful shape. Available in red, black, blue or green.

**Woolsey®**  
MARINE COATINGS  
**THE ROYAL TREATMENT**

Woolsey Marine Paints, Division of Kop-Coat Inc.  
480 Frelinghuysen Avenue, Newark, NJ 07114 © 1989



THE  
MARITIME  
STORE

## GOING TO THE CITY?

Remember to take the Maritime Break!

**GUARANTEED TO REJUVINATE YOU!**

### NEW TITLES

The Coast of California  
by Tom Killion

Vanished Waters  
A History of San Francisco's Mission Bay  
by Nancy Olmsted

The most comprehensive selection of maritime books and gifts in San Francisco.

Located with the Collection of Historic Ships at Hyde Street Pier near the Cannery

Patrons of The Maritime Store will not be charged Hyde Street Pier admission fee.

**(415) 775-BOOK**

10 a.m. - 6 p.m. daily

## WIN A FREE CRUISING SPINNAKER OR GENOA

Prizes Awarded Quarterly

## & you could also win a STORM JIB or SAIL COVER

Prizes Awarded Monthly

Call or write for more information on the best sail values in the USA  
**1-800-341-0126**  
Visa and Mastercard welcomed

Mall this to: Hard Sails USA  
137 Preble St., PO Box 1868, Portland, ME 04104

YES, I'd like to win a FREE \_\_\_\_\_

for my \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

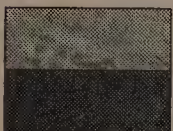
Phone \_\_\_\_\_ during business hours

**HARD SAILS**  
★★★★★★★★★★★★★★★★  
**USA**

Dept. LA

More boats are cruising with Hard Sails USA today than any other sail in the world.





## Whether You're Financing Your First Boat or Your Fifth... **We Speak Your Language!**

When deciding where to finance your next boat, we at First New England suggest you ask yourself the following questions:

- Has your bank made over \$1 billion in boat loans?
- Can your bank finance the boat of your dreams whether it's a 22' boat or a 150' mega yacht?
- Can your bank arrange titling, boat insurance and Coast Guard registration as well as close your loan?

If you want a boat loan from a finan-

cial institution which can offer truly competitive interest rates and loan programs AND answer "YES" to each of these questions, it's time to talk to us. Only First New England offers our unique blend of experience, flexibility and attention to detail. That's why so many boat brokers and dealers recommend First New England.

So if you are about to buy a boat and want to get it done quickly and easily, call us at 1-800-BOAT-LOAN. Understanding your needs is what First New England is all about. We speak your language.



## First New England Financial

CORPORATION

Corporate Headquarters  
Old Post Road  
Southport, CT 06490  
(203) 255-5713

1001 Marina Village Parkway  
Suite 100  
Alameda, CA 94501  
(415) 769-6158

1601 Dove Street  
Suite 125  
Newport Beach, CA 92660  
(714) 752-0919

### **EVINRUDE**

## Your Small Boat & Engine Specialists

- Sales
- Service
- Repair

SPECIALIZING IN SAILBOAT  
OUTBOARD AUXILIARY POWER

**SEE US WITH BOSTON WHALER AT  
THE NCMA BOAT SHOW  
APRIL 15th-23rd  
MARINA VILLAGE, ALAMEDA**

AVON

BOSTON  
WHALER

**Johnson**  
OUTBOARDS

## THE OUTBOARD MOTOR SHOP

2024 San Pablo Avenue  
Oakland, CA 94612  
(415) 451-2000

41945 Albrae Street  
Fremont, CA 94538  
(415) 490-4454

## UNDER NEW MANAGEMENT

PLUS:

- |     |                              |
|-----|------------------------------|
| New | 60 Ton Travel Lift           |
| New | Welding Shop                 |
|     | USCG Certified Welder        |
| New | Chandlery with New and       |
|     | Used Marine Hardware         |
| New | Cummins Marine Diesel Dealer |
| New | Onan Generator Sets          |

Our wood craftsman can create or repair anything you need in our extensive woodshop. Experienced in all woodworking jobs, large and small.

SAN LEANDRO

## MARINECENTER



SALES • SERVICE

**(415) 351-8800**

#80 SAN LEANDRO MARINA, SAN LEANDRO, CA 94577



# LETTERS

deserves to feel confident they're not risking their lives when they board a passenger vessel. On the other hand, boat owners deserve to be able to use their boats in a reasonably free manner.

For years the whole charter question has been a monumental mess, compounded by erratic and inconsistent enforcement by the Coast Guard. Judging from recent events, the matter is becoming more murky than ever. Serious clarifications and changes in the law are long overdue, but don't hold your breath waiting for them to happen.

What to do in the interim? Let your conscience be your guide.

## WHAT ABOUT THE WEST COAST OF CENTRAL AMERICA?

Next winter I plan to sail from Lake Erie to San Francisco by way of the Panama Canal. Recently I have been writing to people who have been to some of these areas in order to get information and recommendations. I have received good information on all parts of the trip except for the west coast of Central America, where nobody seems to sail.

One of the people who responded suggested I write you for information on cruising Central America. As it happened, I was recently in the Bay Area and picked up a copy of *Latitude 38* — which quite impressed me. So, I would appreciate any information on cruising Central America or recommendations on where to look for more information.

Mostly I would like to know what to expect from the people. Where can I stop? What kind of treatment should I expect? What is of interest along the way? Is there any place that is too dangerous to visit? Particularly Nicaragua, El Salvador and Guatemala.

I have a general impression of what the sailing will be like. I've been told that the prevailing winds are from the northwest, though they can be light and variable on the Central American coast. I expect I may motorsail part of the trip, but have limited fuel capacity. What's the availability of fuel and other supplies?

Perhaps most importantly, are there any good cruising guides for Central America? I'm looking for information that I can stick on a book shelf and pull out when I reach those countries.

Thomas Unger  
Ann Arbor, Michigan

Thomas — If you read *Changes in Latitudes*, you'll find that plenty of people sail the waters of the west coast of Central America. Southbound, it's the only route that makes sense to the Caribbean and Europe. Some northbound sailors believe it's easier to sail to California via Hawaii, but only a minority take that offshore route.

Some *Latitude* readers have stopped in Nicaragua, El Salvador and Guatemala, but most skip them. The biggest reason is that most cruisers feel that there's plenty to do while cruising without having to dodge bullets and political dogma. Then too, the three troubled countries you mentioned simply don't have much to offer cruisers, especially when compared to the many attractions of neighbors such as Panama, Costa Rica and Mexico.

(The Rio Dulce on Guatemala's east coast, however, is popular with cruisers).

Although not a definitive guide, Captain John Rain's *Cruising Ports, California to Florida via the Panama Canal* has all the basic information. True, it was published back in 1982, but in Central America the whole picture can change 180° in about two days anyway.

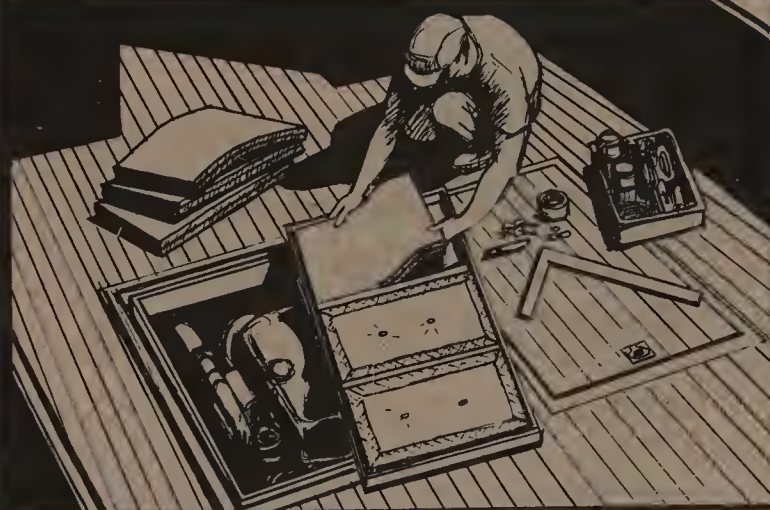
Given the unstable nature of the region, your best source of information is going to be cruisers who have just come the other way. Since you'll be passing all these folks in the Panama Canal, you won't have a shortage of up-to-date information.

# OUTFITTING? UPGRADING? IMPROVING?

Since 1947 we've been accumulating product knowledge and experience on how to help you with your boating problems. So, when you come to buy products you also get answers to your questions and solutions to your problems.

NEW  
PRODUCT

PEACE & QUIET  
NOISE REDUCTION KITS



## "QUIET FOAM"

5-15 Db Noise Reduction \*AFR Foam. 1" thick, with easy-to-clean reflective polyester facing for gasoline engines.

## "SUPERQUIET"

\*AFR Foam with barrier 1" thick with easy-to-clean reflective polyester facing and 11b. per sq ft sound barrier.

## "QUIETMAT"

10-30 Db Noise Reduction Premium Grade Sound Barrier. 5/16" total thickness w/11b per sq ft barrier laminated to \*AFR foam.

## "HUSHLINE"

Pure white, perforated vinyl with 1/4" thick foam backing. Mildew resistant marine grade.

\* AFR foams are fire-retardant



Proper-Tighe  
Marine

2427 Clement Avenue,  
Alameda, CA 94501  
(415) 523-3143



# GRAND OPENING Al's Boaters Supply

We're celebrating the merger of Al's Marine and Boaters Supply. We invite you to enjoy the exceptional personal service that is the trademark of Al's Marine and the everyday low prices that Boaters Supply is known for.

**2nd  
PRIZE**



**HUMMINBIRD**  
TCR I.D.-1  
Fishfinder

**1st  
PRIZE**



**INTERPHASE**  
TECHNOLOGIES

DC2000  
Loran C

**3rd  
PRIZE**



**apelco**  
VXL 357  
Handheld VHF

Daily door prizes during our Grand Opening Week from Saturday, April 8th through Sunday, April 16th, 1989. Factory representatives will be on hand on the weekends to demonstrate their products and answer your questions April 8-9 & 15-16.

\*Sign up before April 30th, 1989 for Grand Prizes, one per address please.

**PARKING  
LOT SALE**

Save up to 70% on lots of overstock and clearance items like these examples:

**SCHAEFER  
MARINE**

**PERKO**

*Seth Thomas*

**INTERPHASE**

**SPERRY  
TOP-SIDER**



Nicro Fico

**Wichard Interlux®**

**Al's Boaters Supply**

635 Bair Island Road  
Redwood City, CA 94063  
(415) 365-7874 or 364-0288

Open 7 Days A Week  
M-F 9-6  
Sat 9-5  
Sun 10-4

**BOATERS  
VALUE**

*America's  
Source for  
Boating  
Accessories*



# LETTERS

## ⇅ COLLECTIVE OWNERSHIP/USE

Given the enduring interest in sailing Baja by small cruiser, is there a group of sailors who collectively own/use a trailer/truck to transport their boats?

If such a group exists, I would like further information. If it doesn't, do you think there is interest in such an arrangement?

Ralph Ascencio  
Fort Bragg

Ralph — There seems to be a lot of informal sharing and loaning of trailers and sometimes trucks to transport boats to and from Mexico, but we know of no formal group.

On the surface, such a group would seem to make a lot of sense. Indeed, in a more perfect world there would be such groups. Nobody knows better than we, for instance, the frustration of paying a couple of thousand dollars for a trailer that gets used but two weeks a year.

The downside risks to pooling a truck and trailer for a trip to Mexico, however, are considerable. Particularly with trucks, whose engines, brakes and transmissions could all easily be destroyed by a careless operator towing even a very light boat. It takes greater skill to wreck a sturdy trailer; unfortunately the world is populated with suitably talented people.

And then there's the liability problem. Given the immense skills of today's lawyers, even partial owners of trucks and trailers need to be extremely careful before loaning, renting or sharing such vehicles. Such largesse is likely to come back and haunt them.

If you or anybody else comes up with a satisfactory solution to the sharing 'problems', we'd love to hear about it.

## ⇅ I DON'T WANT TO SELL HER

Here's a pleasant switch on an old theme you might find interesting:

As you might remember, my wife Vickie and I did a bit of voyaging in the late 70's and early 80's. (Time flies). Anyway, after returning to Northern California we sold our beloved Quark and bought a slightly larger boat. About Time is a pilothouse Gulf 32. Vickie and I lived aboard her for about four years in Alameda.

We moved back ashore a couple of years ago, and what with living in a house and so forth, About Time became somewhat neglected. We didn't seem to have any time left to sail. One day I proposed to Vickie that we sell About Time, invest the surplus, and maybe buy a small trailerable powerboat to explore the lakes around here. Plans were made for what to do with the money and we looked at a couple of stinkpotters. Finally, I said, "Let's take About Time out for one last sail."

It was a great day around the Bay. A fun day. Good sailing. We had a terrific lunch at Scott's. Good booze and friends at the yacht club. A lot of laughs and good feelings. As we were motoring About Time down to her slip for the last time, Vickie said, "I don't want to sell her."

"Yeah, I know," I replied, "but we could use the money for our retirement."

"I don't care," said Vickie. "She's a good luck boat and I don't want to sell her. Besides, I want to sail the San Juans when you retire."

"OK. But what about our plans?"

"To hell with them. I like our boat. And," said Vickie with a firmness that left little room for argument, "we really don't need the money."

So, we're keeping the boat.

Oh, yeah. Last month we were motoring back from Sausalito in the fog. The visibility was a tenth of a mile. Vickie said, "Well, I guess the next item better be a radar."



## ALAMEDA'S FIRST AND FINEST YACHT HARBOR



**OVER 500 BERTHS  
UP TO 60 FEET**

- OPEN & COVERED BERTHS •
- COMPETITIVE RATES •
- GENERAL STORE •
- YACHT BROKERAGE •
- HAUL-OUT FACILITIES •

**HOME OF ALAMEDA YACHT CLUB**

**CALL US AND COMPARE OUR RATES**

**(415) 522-9080**

**1535 BUENA VISTA AVENUE  
ALAMEDA, CALIFORNIA 94501**



# CRUISE CONTROL

*Cruise Control . . . with the Batmain  
. . . with the Flasher  
. . . with the Passagemaker*

A rather whimsical set of names selected for a very serious system of sails, that puts the cruising sailor in tight control of everything between the mast and forestay.

Call Tim Parsons, our new Bay Area Manager for more information on Cruise Control.

Race or Cruise, UK Sailmakers has the technology at the right price.

***THERE ISN'T A CRUISING  
BOAT IN THE WORLD  
WE COULDN'T MAKE  
A LITTLE EASIER TO SAIL.***



67 Liberty Ship Way  
Sausalito, CA 94965  
**(415) 331-9254**

## Berkeley Marina



### Gateway to the Golden Gate

Location • Location • Location

Some choice berths are available

— Check with us first —

*Full Service Marina • Full Facilities*

### Berkeley Marina

201 University Ave., Berkeley, CA 94710

**(415) 644-6376**

### Rigging Specialists

We are experts at solving your rigging & deck layout problems.

#### Complete Chandlery

Large, in-stock selection of fittings, fasteners, hardware and marine supplies. Fast, personalized service on special orders.



## Richmond Yacht Service

351 Brickyard Cove Rd. Point Richmond  
Call: Rich Weirick  
**(415) 234-6959**



## BALLENGER SPAR SYSTEMS

- Custom built spars for racing and cruising
- Merriman and Navtec rod and wire rigging
- Aluminum and stainless steel fabrication
- S.F. Bay Area pick-up and delivery available

• **Builders of production spars for:**  
Express 27, Express 34, Express 37, Olson 25, Olson 29, Olson 30, Olson 911S, Olson 34, Olson 40, Santa Cruz 27, Santa Cruz 40, Santa Cruz 50, Santa Cruz 70, Moore 24, Moore 30, Wylie Wabbit

**Ballenger Spar Systems**  
1053 F - 17th Avenue  
Santa Cruz, CA 95062  
408/462-2890



## CUSTOM DESIGNED HAND LETTERING & AIR BRUSHING

- Traditional gold/silver leaved transoms and boards
- Air brushed graphics & stripes
- Radical racing graphics & designs
- Sail graphic patterns (main, jib, etc.)
- Re-lettering & repairs
- Polyurethane paints used exclusively
- We do not sell vinyl graphics
- Work done in/out water

## KELLY / McCALL STUDIO

SINCE 1972

**(415) 255-1644**

835 CHINA BASIN SF 94107

MON-SAT 9-6

## YACHT LOANS

### PLEASURE BOATS

LOAN AMOUNTS OVER \$25,000  
TWO PROGRAMS AVAILABLE  
15-YEAR AMORTIZATION-5 YEAR CALL  
15 YEAR AMORTIZATION-15 YEAR CALL

For information and current rates,  
contact Edrene Case  
(415)932-5353 Ext. 241

## BANK OF WALNUT CREEK

1400 Civic Drive, Walnut Creek, CA 94596  
224 Brookwood Road, Orinda, CA 94563  
3130 Crow Canyon Place, San Ramon, CA 94583

Equal Housing Lender

Member FDIC

**HEAD FOIL 2**

The leading edge for two-sail handling

**FACTORY DIRECT DISCOUNT SALES**

The new Head Foil 2 Blue Nose™ is a one piece plastic extrusion with a colored foresection, red, white, blue or gray. It's tougher than ever and still kind to sails. Other new developments include our Maxifoil for forestays up to -60 Navtec (8mm) recently supplied to "The Card", "Whitbread Round the World Race" Maxi.

There have been copies, but with 18 years in the business Head Foil 2 still has the leading edge for two-sail handling.

Call us now, or cut the coupon and send to:

**Head Foil Corporation**  
P.O. Box 449 • 620 Marion St.  
Lake City, MN 55041 USA  
Phone 612 437 3777 or 612 345 4115  
Fax 612 345 4737

Please rush me details and prices of your:

☐ Head Foil 2 Blue-Nose Systems  
☒ Foil Tape  
☐ Custom Developments

My Boat Is \_\_\_\_\_  
Forestay Diameter \_\_\_\_\_  
Forestay Length \_\_\_\_\_  
Current System \_\_\_\_\_

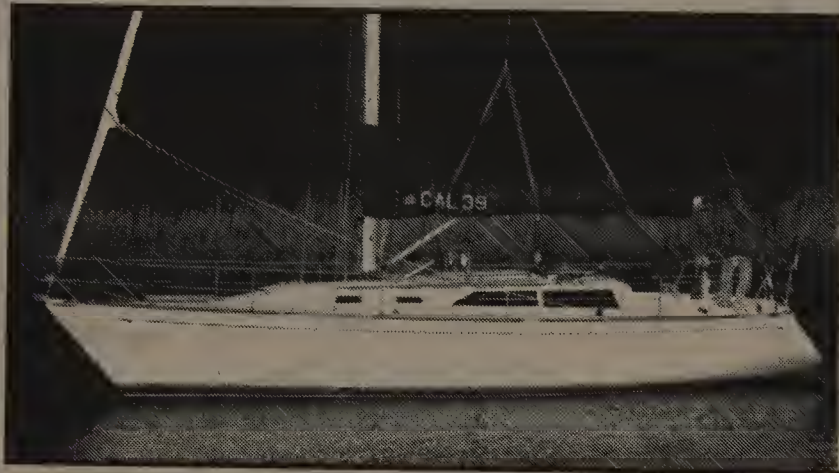
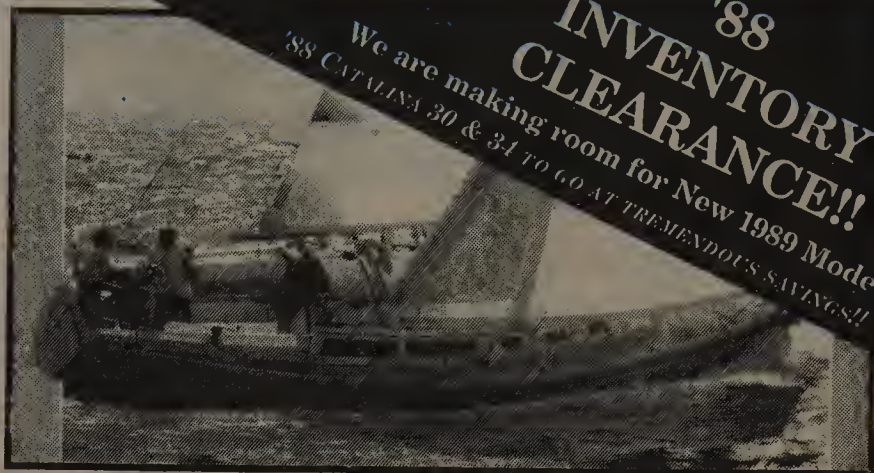
Name \_\_\_\_\_  
Address \_\_\_\_\_  
City \_\_\_\_\_ Zip \_\_\_\_\_



# Catalina// Yachts

The Catalina 34 — It's performance is responsive, its interior accomodating and its value outstanding. The Catalina 34 is a smart step up for the sailor who wants to sail a little farther in more comfort at a great price!!

**Catalina 22 • 25 • 27 • 30 •  
34 • 36 • 38 • 42**



## CAL 39

*"The emphasis is on performance"*  
designer C. Raymond Hunt.

Optimized to the IMS rule, this is a competitive performer while spacious accomodations make her a very comfortable performance cruiser. Sophisticated construction techniques with Baltec balsa core creates a yacht of uncompromising value. Cal has built this boat for you. **CAL 39, 33, 28, 22**

## THE O'NEILL SAILING SCHOOL

Established in 1968

Charters and Lessons in Monterey Bay

For over 20 years the O'Neill Sailing School has been offering courses for novice to advanced sailing, from basic sail handling to the fine art of flying a well-set spinnaker. We've got excellent boats, instructors and programs, all available to help you learn the sport or refine your established skills.

## THE O'NEILL SERVICE CENTER

We service what we sell! Parts and service available for all Cal, Catalina and Hobie Cat sailboats. We want to make sure that when you want to go sailing your boat is ready to go.

O'Neill Yachts has been committed to providing better sailing for over 20 years. We have classes to help new sailors, boats available for charter or for sale and parts and service to make sure the fun doesn't have to wait.

### SELECTED BROKERAGE

Moore 24 (three) starting at ....	\$12,500
Santana 27, 1968, inboard .....	\$14,500
Cal 2-29, diesel, 1974 .....	\$22,900
Catalina 30, 1988 .....	\$39,995
Catalina 30, 1975, diesel .....	\$27,900
Islander Bahama 30, 1980 .....	\$34,500
Cal 31, 1979 .....	\$39,995
Fuji 32, 1977 .....	\$37,500
Doug Peterson 34-ft, 1982 .....	\$42,900
Pearson 365, 1977 .....	\$55,895



# O'NEILL YACHTS

**2222 EAST CLIFF DRIVE • SANTA CRUZ, CA 95062 (408) 476-5202**



# LETTERS

"What about the redwood deck we were planning?" I asked.

"We don't need a deck. We need a radar."

"Yeah," I said, "well, I'll do some looking."

Now I ask you, what's a guy gonna do with a woman like that? I guess I'll keep her — but you know — it ain't easy.

Dave R. Case  
Alameda

Dave — If you're starting to fantasize about spending your retirement laying around on some stupid deck, it's high time you begin worrying about whether Vickie's going to keep you.

As for exploring local lakes with a trailerable powerboat, it just isn't going to cut it, Dave, not after you've sailed the South Pacific.

## WHERE TO FIND INFO ON THE IMPOSSIBLE VOYAGE

In the February issue you wrote about Chay Blyth's non-stop trip backwards around the world.

Can you tell me his boat size, the dates the trip started and ended, and the total time the trip took?

I would like as much info as you may have or can muster about Chay's trips and stats.

Tony Strong  
Orange, CA

Tony — Angered because his 30-ft fiberglass sloop was unable to complete more than one third of a circumnavigation, Blyth decided he'd do a 'wrong way' or westabout (by way of Cape Horn, New Zealand and Cape of Good Hope) circumnavigation. Sponsored by British Steel, he started the voyage from Hamble, England in November of 1970 aboard the 60-ft flush-deck steel (what else?) ketch called (what else?) British Steel. The 18-ton displacement boat had been designed by Robert Clark. Two-hundred-and-ninety two days later Blyth and the boat arrived back in Hamble, apparently no worse for the wear.

For more detailed information, we suggest you read Blyth's account of the journey in the book, *The Impossible Voyage*.

## LIKE NEW CONDITION

I have been reading your fine rag for as long as I've owned my boat, making it about eight years now. With the help of many of your advertisers, I have managed to keep my 25-ft U.S. Yacht looking like new. The one sad exception has been my sails. I have had them cleaned half a dozen times over the years at various sail lofts in the Bay Area. They always came back cleaner, but definitely not in "like new" condition. The ground-in dirt from the shrouds, spreaders and bow pulpit, for example, would always still be there.

Last December, when I was again unhappy with the appearance of my sails, I decided to try something new. I'd read about a company in Pennsylvania called Sail Care that supposedly not only cleaned sails but also "resined the material, coupled with water repellent, fungicidal and ultraviolet filtering agents".

I had never heard of the process. Asking around at Marina Bay, nobody else seemed aware of it either. Since no local loft offered the service, I decided to take a chance and mail my sorry-looking, eight-year old sails back to the company.

Several weeks later a large box arrived at my home from Sail Care. When I opened the box I was really pissed off. The company had obviously made a mistake, for the sails in the box couldn't have been mine. But wait a minute! I recognized a clew; then the head of the jib looked familiar, too. They were, in fact, my sails after all, pure white and shining like new! Excited, I spread them out all over the living room. Gone were the dark areas of ground-in

## SPRING SHOW SPECIAL



Reservations made during April for our special sailing program will be billed at \$495 instead of \$1010.

### Learn to Sail for \$495

(a savings of over 50%!)

Spend just five days with us learning to sail aboard 24 to 30 foot sailing yachts worth up to \$60,000. Your instructors will be hand picked, U.S. Coast Guard licensed captains with years of experience. When you graduate, you'll be certified by the American Sailing Association to skipper up to a 30-ft sailing yacht.

If you do not pass this course, you can take it over, *free!!* That's how sure we are you'll be skippering a 30 footer in just five days.

### Why Are We Doing This?

**Reason Why #1:** Right now, before Opening Day of the yachting season, we're not as busy as we'll be later. We'd like to put our excess capacity to good use training new sailors.

**Reason Why #2:** Experience has shown us that our own students make the best charter customers. They have been trained in a demanding sailing area and when they come back to us to charter, they take good care of the boats. We're simply planting seeds.

**Reason Why #3:** According to a Gallup survey, 49% of the population of the USA wants to go sailing, but only 4% do. With San Francisco Bay at our doorstep, that seems a shame. We want to crack the other 45% of the market.

**Reason Why #4:** Students who have taken this course often join Club Nautique and continue on with advanced training. After sailing with us and experiencing first hand the quality of our instruction, equipment and facilities, they won't go anywhere else. You may do the same.

**Reason Why #5:** This is a great value and *you can't lose!* You'll learn to sail and become certified to skipper a 30-ft sailboat in just five days, *guaranteed*, or you can repeat the course FREE until you pass.

Call us toll free today to reserve your space!

(800) 343-SAIL



Club



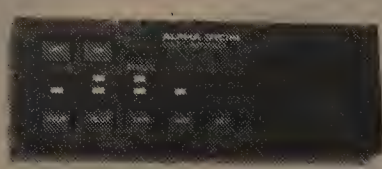
Nautique

Alameda  
(415) 865-4700  
Ballena Bay

Sausalito  
(415) 332-8001  
Kappas Marina



# HEY CRUISER!



## ALPHA AUTOPILOTS

These rugged cruising pilots offer the lowest power consumption of any system available! Designed for most cruising boats 30-ft and over, Alpha is known worldwide. During the Alameda Boat Show, all Alpha autopilots will be reduced. Come negotiate your **BEST DEAL** during the show only!



## MAGNAVOX MX4102

The 4102 is still the most popular SatNav available ... for good reason. It gives the best value for the money. Magnavox has the best world-wide service network, and will continue in the SatNav business for years to come. The 4102 is easy to use, has extensive course computational abilities, and has the most sensitive receiver on the market. The 4102 is in big demand but we will offer special boat show pricing for this popular unit!



## DATAMARINE CHARTLINK

Rapidly becoming the standard in Electronic Charting Systems, the Datamarine Chartlink offers the best resolution, ease-of-use, and navigational planning of any system available! Interfaces to most Lorans, SatNavs, and autopilots; and can even be wired to an optional printer to give a hard copy of your route and navigational data! Charts are available for all over the world.

**BOAT SHOW SPECIAL:**  
**\$2049.00**

## FURUNO FAX208A

The self-prompting FAX208A is a dream to operate! It can be programmed to turn itself on and off at any time for completely unattended operation. The FAX208A even decides what frequency to use! Permanent memory stores all worldwide frequencies for instant recall. Also receives voice AM and SSB broadcasts and operates on 10-40VDC. Thermal print head eliminates wet paper storage and provides crisp, high-resolution recordings. Optional Navtex capacity available.



**BOAT SHOW SPECIAL:**  
**\$1699.00**

**COME SEE US AT THE NORTHERN CALIFORNIA BOAT SHOW,  
APRIL 15-23. PRICES WILL BE SLASHED ON OUR ENTIRE LINE  
OF CRUISING ELECTRONICS!**

ALAMEDA  
FOOT OF PARK ST. BRIDGE  
TUES-FRI 11-6  
SAT 11-2  
(415) 865-3777

**JOHNSON HICKS**  
**MARINE ELECTRONICS**

SANTA CRUZ  
500 SEABRIGHT  
MON-FRI 8:30 - 5:00  
SAT 9-12  
(408) 425-8100



# LETTERS

dirt; the sails didn't look even a year old!

Sail Care had also replaced some grommets in the main, repaired some chafed areas from the slides and made several stitching repairs.

Except for some *Classy Classifieds*, I have never written to *Latitude* before, but Sail Care's service is too good not to pass on. I don't know if you folks are familiar with the process, but I highly recommend it. Is there anyone in the Bay Area doing the same kind of service and repair on old sails? If not, Sail Care can be reached at (800) 433-7245. Or, you can write them at 410 9th St., Ford City, PA 16226.

One last thing. Several months ago you recommended that an out-of-town couple take their chartered boat to China Camp for an overnight stay. Normally I sail The Slot and then spend the night at Angel Island. When I read your recommendation for China Camp, I pulled out my chart for San Pablo Bay and found China Camp to be next to the Sisters. From what I can see, if you get out of the channel there's only about two feet of water to float on. I don't get it. Is there docking space my chart doesn't show? I would like to check it out, but my boat needs at least 3.5 feet of water. Is there somewhere near to drop the hook overnight?

Keep up the good work; I pour over each page every month. I especially like the way you "call them the way you see them" and the honest and straight talk. In a complicated world, honesty is a refreshing thing to find.

Bob Harrison  
Byron, CA

Bob — Anchoring at China Camp would leave you high and dry. What we meant to suggest was anchoring off McNear's Beach, which is just before you come to China Camp. We've anchored there a number of times on boats drawing more than six feet and had no problem.

We're not familiar with the Sail Care process and aren't sure if any of the local lofts offer the same service. We personally don't like to clean our sails; the dirt and dried blood smeared on them make us feel macho.

## WHAT ABOUT THE ONE BEFORE?

On page 93 of the March issue you make reference to the "first ever singlehanded TransPac" that's to start from San Francisco in 1989.

What about the Singlehanded TransPac sponsored by the Slocum Society and the Royal Nippon Ocean Racing Club? That race started from San Francisco in 1969 and the participants included Eric Tabarly, Jean-Yves Terlain and Jerry Cartwright (who had to drop out in Hawaii because of a head injury). In all, four boats finished the course.

I was race committee chairman of that event and Peter Salz' then-new *Bohemia* was the race committee boat.

W.B. Hickman  
Rockland, Mass

W.B. — We had a case of brain fade when we wrote that. For not only was there the '69 Singlehanded TransPac, but another one in the early 80s (a race in which Linda Weber-Rettie Newland competed against a group of Japanese sailors.)

## MEXICO 20 YEARS AGO

In your "Some Like It Hot Rally" article, you mentioned that over 400 boats were expected. That got me to thinking how it was in Mexico less than 20 years ago.

Back in 1970, a friend and I chartered an American sportfisher with a Mexican captain for four days. In three days of fishing

# BC NAVIGATION CENTER

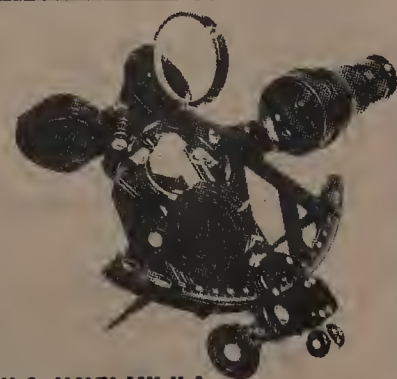
475 Gate 5 Road, Sausalito, CA 94965  
(415) 331-6513

## BINOCULARS

- Steiner
- Fujinon
- Swift
- Trade-In Binoculars

## SEXTANTS

- Tamaya
- C. Plath
- Davis
- Freiburger
- Used Sextants
- Nautical Antiques
- Cassens & Plath
- US Navy MK II



U.S. NAVY MK II  
RECONDITIONED  
SEXTANTS  
**\$199** and up

ASTRA IIIB  
METAL SEXTANT  
**\$379**

## CHARTS WITH LATEST NOTICE TO MARINERS CORRECTIONS

- BINOCULARS
- BOOKS
- SEXTANTS
- COMPASSES
- SHIPS CLOCKS
- ALMANACS
- COAST PILOTS
- CALCULATORS
- BAROMETERS
- TIDE LOGS
- LIGHT LISTS
- COMPUTERS

**CONSIGNMENT MERCHANDISE WANTED**  
**COMPASS AND SEXTANT REPAIR**

# NAVIGATION COURSES

**REFRESHER COURSES**  
**INDIVIDUAL TUTORING**

Our Regular Course Is . . .

**FAST** — Six hour course —  
two evenings — no fat books.

**EASY** — We concentrate only  
on practical skills required to fix  
position at sea with a sextant.

**ONLY \$99** — Only basic  
materials needed; discounts on items  
purchased.

**Guaranteed** —  
We'll know you know that  
you know what we know.

**OFFSHORE**  
**NAVIGATION**  
**COURSE**  
**Two Days**  
**At Sea**

- Morning & Evening Stars
- Sunsights
- Noonsights
- Running Fixes
- D.R. Plotting
- Space Limited
- Call for details.

# BC NAVIGATION SCHOOL

475 GATE FIVE ROAD  
SAUSALITO, CA 94965

**(415) 331-6513**



# Emery Cove Marina

LATITUDE 37° 50' 20' N

LONGITUDE 122° 18' 30' W

## The Perfect Location!

- Convenient to San Francisco and the East Bay.
- 30 to 60' double-fingered berths.
- On-site security and card key system.
- Showers, toilets, washer and dryers.
- Water, telephone and 30 or 50 amp electricity each berth.
- Dock boxes.
- Pump-out stations.
- Rate: \$4.50/ft downwind, \$5.00 upwind



For more information on the Bay's finest Marina, call (415) 428-0505.  
Or, write for more information:  
3300 Powell St., Emeryville, CA. 94608.

WE

WAYNE EVANS  
INSURANCE AGENCY

CHRISTOPHER W. EVANS  
16689 FOOTHILL BOULEVARD  
SUITE 103  
FONTANA, CALIFORNIA 92335

## SPECIALIZING IN MARINE INSURANCE

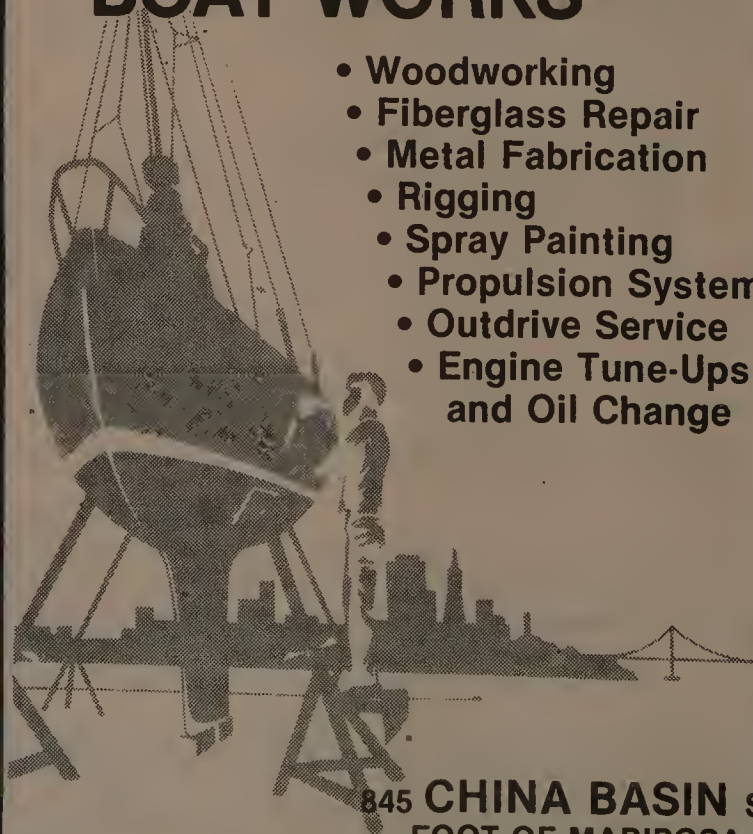
REPRESENTING  
LONDON & AMERICAN  
COMPANIES

COVERAGE FOR:  
PRIVATE YACHTS,  
RACING YACHTS,  
COMMERICAL LINES,  
MARINAS, &  
EXTENSIVE  
CRUISING  
COVERAGE



CALL CHRISTOPHER W. EVANS  
PH: (714) 350-0133 FAX 714-350-1869

## SAN FRANCISCO BOAT WORKS



- Woodworking
- Fiberglass Repair
- Metal Fabrication
- Rigging
- Spray Painting
- Propulsion Systems
- Outdrive Service
- Engine Tune-Ups and Oil Change

845 CHINA BASIN ST.  
FOOT OF MARIPOSA  
SAN FRANCISCO  
(415) 626-3275



## SPRING SPECIALS!!!

From Our  
New Expanded Store

**SEAPOWDER**  
Fiberglass boat  
cleaner & wax.

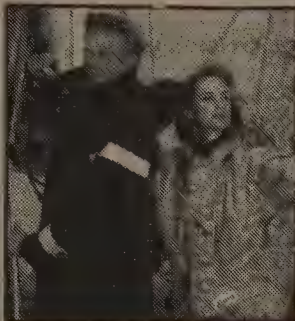
**ONLY**  
\$5.99/pt  
\$9.99/qt



**NEW!!**  
**GROTTO'S**  
Foul Weather  
Gear  
Coastal  
Suit  
*Compare*  
*at only*  
**\$99.50**



**GROTTO'S**



**SPRING  
HAULOUT??**  
Paint  
Savings  
Here!!

All Pettit  
Bottom Paints

**20% OFF**



**REPAIRS??**

Easy 1 to 1  
penetrating  
epoxy  
2 qt kit

**ONLY \$15.95**

**SMITH & CO.**

*"Curiously effective epoxies"*

## THE BOATER'S FRIEND

*Traditional  
Bronze Fittings  
A Specialty*

Largest Assortment of  
New & Used,  
Domestic & Imported:

Boat Gear

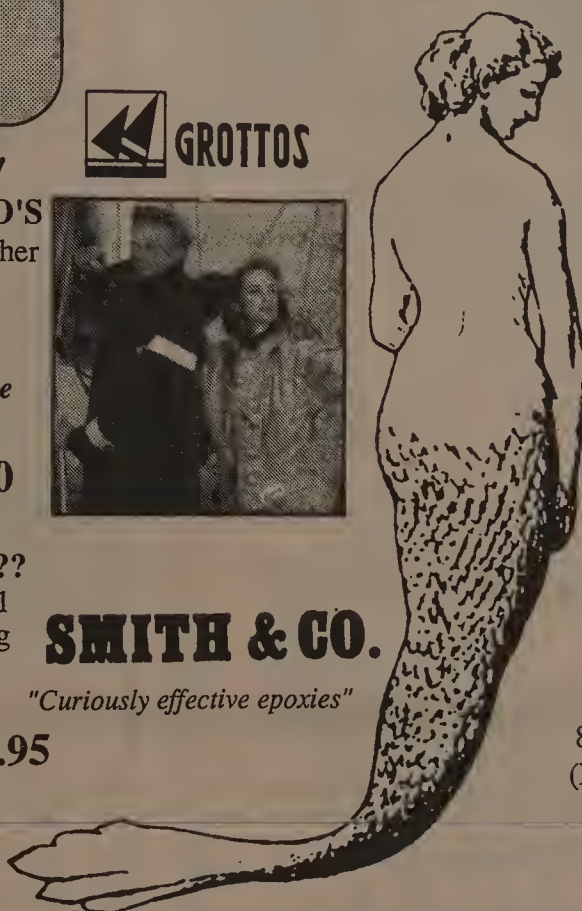
- Hardware
- Tools
- Supplies

805 UNIVERSITY AVENUE  
(Next to Spengers in Berkeley)

(415) 848-4024

Monday-Saturday 9-5

Friday til 6



## Boat Loans!

*"Welcome aboard...  
Get that new boat now!"*

—Herb Caen



- Sailboats and Power Boats
- Competitive Rates
- Fast Approvals
- Loans also Available for Autos, RV's and Mobile Homes



Contact Your Nearest  
Branch Office or Call  
(415) 686-5700, Ext. 6264



**SAN FRANCISCO  
FEDERAL SAVINGS**

## CUSTOM SPARS

• **MASTS** •  
• **BOOMS** •

- New or Replacement Rigs
- Cruising or Racing
- Custom Reefing Booms
- Internal Furling Masts
- Boats 25-ft - 70-ft LOA

CALL FOR QUOTATION

*West Coast's Largest*



**Forespar**

22322 Gilberto  
Rancho Santa Margarita, CA 92688  
(714) 858-8820





## Leading edge sails

FINEST IN CUSTOM RACING  
AND CRUISING SAILS

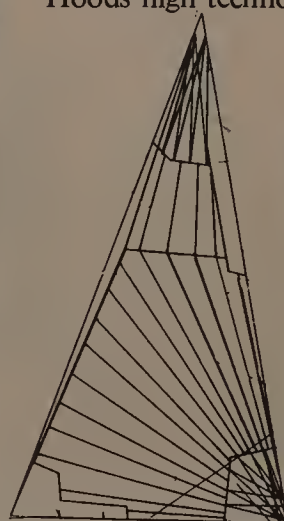
1125 north amphlett  
san mateo ca 94401  
(Across 101 from Coyote Point)

415 347 0795

## Why Hood Makes Your Sailing Easier...

### STAR CRUISER GENOA

Hoods high technology power reefing genoa



**SPRING BOAT  
SHOW DISCOUNTS  
NOW IN EFFECT!  
UP TO 25% OFF  
SAILS AND FURLING GEAR!**



### DUTCHMAN

The most effective main-sail control system. Ask us why.

### SEA FURL LD

The features you want and a price you can afford.

FIVE YEAR WARRANTY

Hood has more experience with cruising sailors like yourself than any other sailmaker. If you want to sail faster, with less hassle, call us for cruising products that work.



## HOOD SAILMAKERS

466 Coloma Street, Sausalito, CA 94965

(415) 332-4104 (800) 727-6246

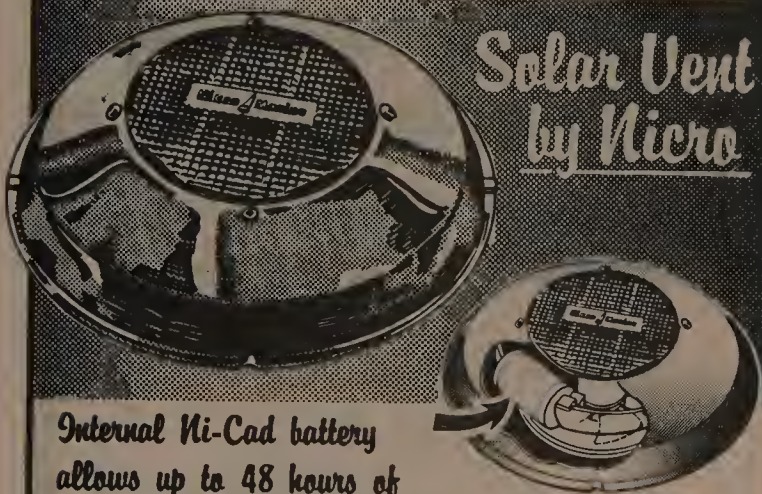
FAX (415) 332-0943

861 West 18th Street, Costa Mesa, CA 92627

(714) 548-3464 (800) 678-6246

## DAY and NIGHT

*Solar Vent  
by Nicro*



Internal Ni-Cad battery  
allows up to 48 hours of  
operation in the absence of sunlight!

The same Nicro Marine engineers who designed the original solar Lo-Vent have developed **THE** superior Day and Night Ventilator:

- Moves the most air
- Continuous ventilation, runs longer without the sun
- Dual function — exhaust air from below **OR** intake fresh air
- Long life Ni-Cad battery (included) is easily replaced
- Two-year warranty

Nicro Marine

675 Brannan Street  
San Francisco, CA 94107  
(415) 357-8332 dept.



# LETTERS

between Cabo and Los Frailes, I caught 12 marlin and a sailfish. My friend caught seven marlin and a dorado. All were tagged and released. There were so many tasty fish that nobody would eat



The Inner Harbor at Cabo, a far cry from 20 years ago.

marlin. During our time there we saw only two sailboats, both at Los Frailes.

I took my Cheoy Lee 50, *Orient Star*, to Mexico for the first time in 1972-73. Only a couple of boats were anchored out at Cabo and the Inner Harbor hadn't been dredged. We never saw more than two sailboats at any anchorage on our way to La Paz. I do remember seeing sailmaker Peter Sutter trying to sail between Muertos and La Paz. Of course, the wind and current were against him in the channel between Las Cruces and Cerralvo Island. When we found 12 boats at anchor in La Paz for Christmas, we decided to move to Pichilingue to get away from the crowd. Most of the time we had that secure anchorage all to ourselves.

After Christmas three or four boats came out from La Paz, so we moved to Isla Partida, where we again never had to share an anchorage with more than three boats. On the way to Mulege and Concepcion Bay, the coast was devoid of human life except for a few shark fishermen. There were two boats at Puerto Escondido and another besides ours at the 'Waiting Room'. Up at Punta Pulpito we put a spotlight over the side to catch bait fish. Good-sized yellow tail moved in on the bait, however, and we caught and released fish until we were exhausted.

I've been back to the Sea of Cortez several times since that trip and each time I've seen more boats and fewer fish. But even with 400 boats, those waters still offer some of the finest cruising I've seen between here and New Zealand.

It's not mentioned much, but my favorite route from San Diego to Cabo is to leave San Diego about noon and pick up Isla Guadalupe the second morning. Melpomene Cove is a good anchorage except in south winds. There used to be plenty of small abalone and lobster available.

The best way to handle the small abalone is to use a hand-crank meat grinder. Save the abalone in your freezer until you find a shrimp boat that has squid to trade. Grind up the abalone and stuff it into the cleaned squid, then saute in spaghetti sauce. You can also make meatballs out of the ground up abalone. As Euell Gibbons said, "Man, those abalone balls are the best part of fish."

Anyhow, it's usually a broad reach to Guadalupe. Then, if you sail to Turtle Bay you will be on another reach. From there on you have to join the other sailors in rolling downwind, but you will have had some good sailing. Also, on the first trip, I traded a bottle of scotch for a large water bucket of 4 to 5-inch headless shrimp. They looked like baby lobster.

Ernie Copp  
*Orient Star*

Long Beach and Bonner's Ferry, Idaho

## BOAT SHOW SPECIAL!!

THE MOST COMPACT FULL  
FEATURED NAVIGATION  
COMBO EVER!!

BOTH FOR UNDER

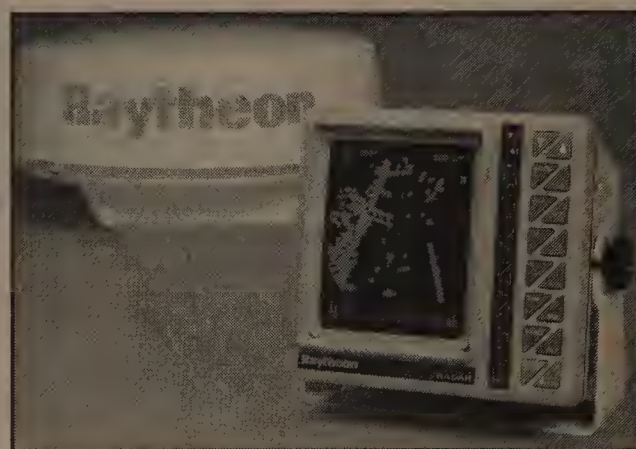
**\$2000.00\***



**WOW!**

**RAYNAV 520**

**Loran C Navigator**



**R10**

**Raster Scan Radar System**

\* ACCESSORIES AND INSTALLATION ARE EXTRA

**SEE ALL THE NEW AND EXCITING  
RAYTHEON PRODUCTS AT THE  
MARINA VILLAGE BOAT SHOW, APRIL 15-23**



**BAYTRONICS CORPORATION**

**MARINE ELECTRONICS**

**SALES • SERVICE • CUSTOM INSTALLATION**

**2228 Livingston • Oakland, CA 94606 • (415) 533-5300**



## The F-27 Sport Cruiser



....a unique combination of roomy cruiser, high performance, and take-it-anywhere trailerability.

- \* Spacious decks and near level sailing.
- \* Shallow 14" draft fits any beach.
- \* Cabin comfortably accommodates 4 to 5.
- \* Easy 30 min. trailering or 3 min. docking.
- \* Strongly engineered - unsurpassed quality.
- \* Has crossed Atlantic and Pacific Oceans.

### CORSAIR MARINE

(619) 585-3005

150 Center Street  
Chula Vista, California 92011

## \$1,000,000.00 LIFE INSURANCE ANNUAL PREMIUM (NON-SMOKER)

AGE	MALE	FEMALE
30	\$500	\$460
40	\$640	\$540
50	\$1,040	\$840
60	\$2,760	\$1,660

Underwritten by "A+ Excellent" Insurance Company.  
Call for quotation. A written confirmation will be mailed to your business.

### PATRICK J. FLAHARTY, CLU, ChFC

2121 North California Boulevard, Suite 520  
Walnut Creek, CA 94596  
(415) 947-0500

## YACHT INSURANCE SAIL AND POWER

Mexico Cruising To TransPac Racing.  
Serving Sailors From All Over  
Northern California Since 1970.

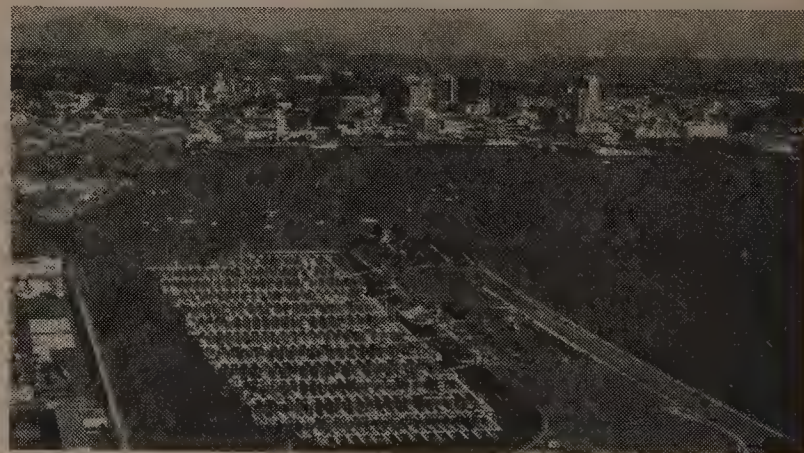
Call Bob Berry For Competitive Rates  
And Complete Coverage.



### MARKS-CLARK

Insurance Associates, Inc.  
500 Seabright Avenue, #D  
Santa Cruz, CA 950621 (408) 458-9833

Best facilities, best location.  
And best of all, the service to match.



Call now for special on 45' and 50' slips.

*Temporary guests welcome.*

Within California, phone toll-free, 1-800-542-SLIP  
Outside California, 1-800-622-SLIP



955 Harbor Island Drive, San Diego, CA 92101



# LETTERS

## ⇓HOWEVER, FOR THE TIME BEING . . .

I am a second year subscriber to your magazine and look forward to its arrival each month. Although I subscribe to other 'slicker' journals on sailing, I really enjoy the local point of view of your articles and advertisements.

Like many of your readers, I dream of someday doing the long cruise and submitting *Changes* from balmy and exotic ports of call. However, for the time being I must content myself with weekends and vacations on my 17-ft Venture. Because of my present small boat orientation, I was excited to read your *Truckin' to Mexico* article in the March issue and by the previous articles on Sacramento Delta cruising.

What would really make me ecstatic is to see some sort of regular feature on trailerable — preferably easy-loading — sailboats. Articles comparing different boat and hull designs, as well as places to cruise these smaller boats. It would be a great service and might find an audience you hadn't considered before. It would also be interesting to know of any clubs or organizations that are concerned with smaller, trailerable sailboats.

Once again, I feel you have a dynamite magazine, one that might reach even more lovers of sailing if you could find a little space for the small, trailerable sailboat cruiser.

Mark Leldy  
Sebastopol, CA

Mark — You and some other folks may not want to hear this, but we think if you're halfway serious about sailing in Northern California and dream of far horizons, you're not going to want to limit yourself to venues such as Whiskeytown Dam, Clear Lake, Folsom Lake and Huntington Lake. Sure there's good sailing at these places — we cover some of the the major races — and some terrific people. Nonetheless, the finest and most educational sailing in Northern California is to be had on the waters of Lake Tahoe, the Delta, and San Francisco and Monterey bays. Our advice is to get a boat — or sail on someone else's — that's appropriate (it could be trailerable) for these challenging waters.

Actually, you've given us a good idea for an article; "Minimum Bay Boats". We'll get somebody cracking on it soon.

## ⇓NUMBER ONE IN NUMBERS

In the March *Loose Lips* the question was asked, "What's the most numerous production sailboat?"

While we certainly cannot compete in numbers with the likes of Sunfish, I thought it might be interesting to note that with about 7,000 units sold, the Catalina 27, by quite a wide margin, is the



A Catalina 27, just one of 7,000 sisters.

most numerous keelboat.

Sailors enjoy the Catalina 27 from Europe to Canada and most of the United States. I cannot think of a keelboat that has such a

# IT'S A GRAND OPENING SAIL



Reefing/Furling  
System

**5 YEAR LIMITED WARRANTY**

FOR MORE INFORMATION  
CALL OR WRITE:

**stream  
stay Inc.**

P.O. BOX 359  
NORTH RIDGEVILLE OH 44039  
(216) 327-1000





Wholesale

Retail

no minimum order

Complete line of reinforced  
plastics materials

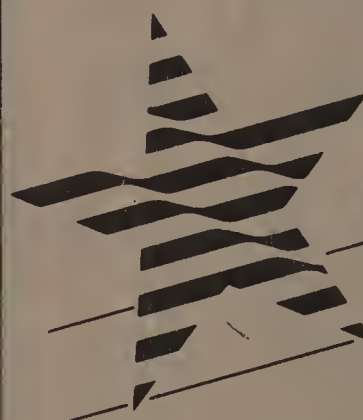
- Resin
- Epoxy's
- Mat, Roving, Cloth

**SYSTEM FIBER**

Distributor for "Clark" surfboard blanks &  
sheet foam. Experienced consulting in all  
phases of reinforced plastics.

WE ARE MOVING  
TO NEW EXPANDED  
FACILITIES!

1041 17th Avenue  
Santa Cruz, CA 95062  
(408) 476-7464



**Richmond  
MARINA BAY**

FOOT OF MARINA WAY, SOUTH

- EASY ACCESS FROM MARIN  
AND THE EAST BAY
- FREE 24 HOUR LAUNCH RAMP
- BERTHS AVAILABLE
- RESTAURANT & GENERAL STORE  
WITHIN WALKING DISTANCE

(415) 236-1013  
1340 Marina Way So.  
Richmond, California 94804  
Richmond Marina Bay Harbormaster

## FEENEY WIRE ROPE & RIGGING

2603 Union St. Oakland, CA 94607 (415) 893-WIRE  
(9473)



LET US GIVE YOU  
A HAND WITH  
YOUR RIGGING

Yes, we have an extensive  
inventory but we also have  
experienced riggers who will cut,  
splice, crimp, swage or whatever  
you need to rig your boat right.



**30% OFF**  
**NORSEMAN** Terminals



GOOD THRU MAY 31, 1989



**GOODS AND SERVICES**



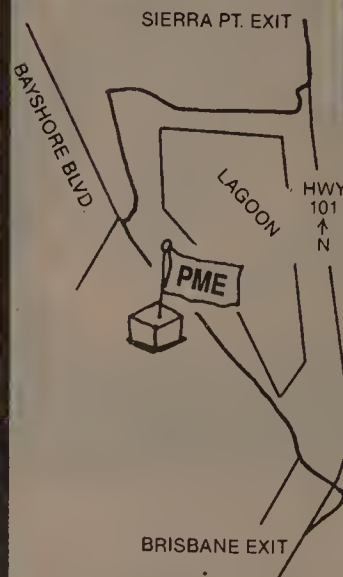
- |   |  |  |
|---|--|--|
| <input type="checkbox"/> ANCHORS            | <input type="checkbox"/> BLOCKS                | <input type="checkbox"/> CABLE                 |
| <input type="checkbox"/> CHAIN              | <input type="checkbox"/> CHAIN & CABLE CUTTERS | <input type="checkbox"/> CORDAGE (ROPE)        |
| <input type="checkbox"/> CUSTOM FABIRCATION | <input type="checkbox"/> HAND SPLICING         | <input type="checkbox"/> HARDWARE & FITTINGS   |
| <input type="checkbox"/> HYDRAULIC PRESSING | <input type="checkbox"/> INSULATORS            | <input type="checkbox"/> LIFELINE ASSEMBLIES   |
| <input type="checkbox"/> MICROPRESS         | <input type="checkbox"/> PUSH-PULL CONTROL     | <input type="checkbox"/> ROTARY SWAGING        |
| <input type="checkbox"/> RUNNING RIGGING    | <input type="checkbox"/> SHACKLES              | <input type="checkbox"/> STANDING RIGGING      |
| <input type="checkbox"/> TURNBUCKLES        | <input type="checkbox"/> WINCHES (HAND & 12V)  | <input type="checkbox"/> WIRE TO ROPE SPLICING |

**FULL SERVICE MARINE STORE**  
**OPEN 7 DAYS**  
**8:30-6:00**

New Used Hardware • Supplies  
Sales • Service • Consignment  
3866 Bayshore Blvd.  
Brisbane, CA 94005  
(415) 468-4422



**Introducing  
BOMBARD  
BRISBANE  
COMMANDO  
Inflatables**  
made by Zodiac



- Catalog Sales
- Instruments, Electrical,  
Machine and Pump Repair
- Custom Woodworking
- Stainless, Aluminum and  
Plastic Fabrication and Welding
- Used Sails and Consignment  
Merchandise
- Teak and Mahogany Lumber
- Marine Plywood
- CNG and Propane
- Fiberglass Cloth/Resins



# WHAT EVERYONE OUGHT TO KNOW ABOUT MARINE INSURANCE

*Some Plain Talk About  
A Business That Often Sounds Complicated.*

In the more than 50 years that we've provided protection for our customers the insurance industry has demonstrated one obvious trait: *The only thing constant about it is CHANGE!*

Prop. 103 really muddled the waters. Daily we read about its effects on our lives in the form of auto, home and business insurance problems.

But first, let's not forget our priorities. What does Prop. 103 have to do with my boat insurance? Next to nothing, really, if you work with experienced people in the know.

Sure, some companies pulled back in areas other than the ones we've read about. In anticipation of this we've already made the right moves to keep our markets open to assure you that you'll get the same low rates and complete coverage as you've always had.

## **THERE'S MORE AND IT'S GOOD NEWS!**

Call Grace Goodrich or Debbie Miyanaga if you'd like to hear more.

**(415) 523-3435**

**(800) 647-2025**

**TEDRICK-HIGBEE**

INSURANCE SERVICE

P.O. Box 567

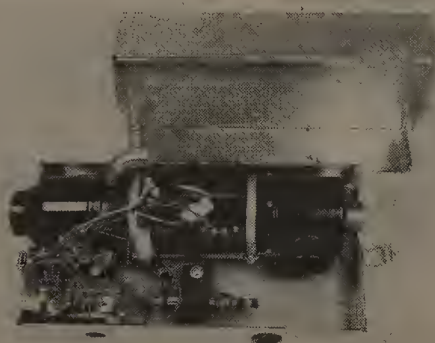
Alameda, Ca. 94501-0007



# HOT

## FACTS

Scan Sailing has all the advantages. Lowest power drain, and simple, easy installation kits. Factory-trained service, low prices. Here is a sample of one of our forced-air diesel heaters:



### ARDIC

- 041-D by Volvo
- 13,600 BTU
- 70 cu. ft. per minute of air
- Heat exchanger of stainless steel
- Optimum Operational Safety

We also feature kerosene forced-air heaters (Wallas and Thermic), and propane forced-air heaters (Remotron).

Phone: (206) 285-3675

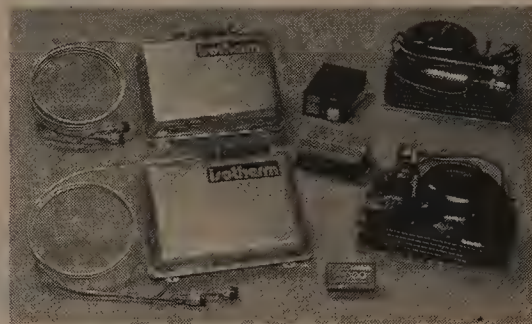
# COLD

## FACTS

Scan Sailing has the answer and a system to fit your boat. Unique holding plates for more efficiency, and battery-saving design. Easy installation and low prices. Here is an example of one of our refrigerator units:

### isootherm 4500

- Watercooled
- Danfoss Compressor
- Stainless Steel Holding Plates
- Pre-Filled with Freon
- Quick Couplings
- Noiseless Waterpump & Compressor



12V air-cooled or engine-driven systems also available.

FAX: (206) 285-9532

## SCAN SAILING EQUIPMENT

2144 WESTLAKE AVE. N., SUITE D SEATTLE, WA 98109

## STONE BOAT YARD



EST. 1853

Still  
the best,  
for  
136 years...

### TRAVEL LIFT

(Haul, set-off, launch, high pressure wash)

Up to 40'	\$4.50/ft
40' to 50'	\$5.50/ft
50' and up	\$8.50/ft
BOTTOM PREPARATION	\$35.00/hour
GENERAL YARD RATE	\$50/hour
PAINTING (up to 40'): One coat	\$4.50/ft + material
Two coats	\$8.50/ft + material

STONE BOAT YARD .. 2517 Blanding Ave.  
(415) 523-3030 ..... Alameda, CA 94501

## YACHT CLUB MEMBERSHIP

THE SAUSALITO CRUISING CLUB —  
THE FRIENDLIEST YACHT CLUB  
ON THE BAY IS ACCEPTING APPLICATIONS  
FOR MEMBERSHIP

LIMITED TIME OFFER:  
**1/2 INITIATION FEE**

### WE OFFER:

- SAILING
- CRUISING
- RACING
- FOOD
- SPIRITS
- GOOD CHEER

### ANNUAL DUES:

Adults \$200  
Young Adult  
and Youth  
Memberships  
Available

Sponsors of the Yankee Cup and YRA Races



## SAUSALITO CRUISING CLUB

Foot of Napa Street, Sausalito, CA  
For Information Call (415) 332-9349



# LETTERS

broad appeal, from liveboards to class racers, as ours. Our two Bay Area fleets are among the most active in the country, as well.

For more information on the Catalina 27 International Association, people can write me at P.O. Box 1389, Sunset Beach, CA 90742 or call (714)-840-6444.

Mary Pickard  
Secretary, International Catalina 27 Assn

Mary — One guy even did a circumnavigation in a virtually stock Catalina 27.

## ↓↑ AN INVITATION TO YACHT CLUBS, ENTREPRENEURS AND ADVENTURERS

A series of coincidences leads me to write this letter, the latest being the successful assault on *Flying Cloud's* New York to San Francisco record.

What I have not seen or heard mention of is any attempt at the west to east return passage from San Francisco to New York. The record of 76 days, 7 hours was set by the extreme clipper *Comet*.

I own the sailboat to break *Comet's* record, and there's just enough time now to break the record this year before the dead of winter sets in a Cape Horn. A Cape Horn winter, however, should not necessarily be a deterrent. *Flying Cloud* left New York on June 2, 1851 and recorded a time that was just 13 hours slower than her 1854 record that was only recently broken. Of concern to me is the competition that will inevitably arise to break *Comet's* record.

My boat is *Lively*, a Bruce Farr 65-foot sharpie, which many of you may have seen cavorting around the Bay before she went south on last year's Oakland to Catalina Race. Designed and built into *Lively* is the strength and speed to challenge *Comet's* record.

As an added feature, *Lively* has 750 cubic feet of positive wood and foam flotation, thus in case of even holing, there would be no more than 18 inches of water in the main cabin.

If I could be rounding Cape Horn right now instead of writing this letter, I would. But I need assistance. I need sponsors and I need money to defray some of the costs of the boat and the expenses of the trip. In exchange for such monetary help, I would make the boat and Shoalcraft Sailboat Company available to publicity and advertising campaigns as well as fundraising for other good causes. I would also be willing to share television and video rights as well as advertising revenue. With enough support and sponsors, everyone could come out ahead.

Although *Lively* was launched in 1987, she was not commissioned until late that year and was hardly sailed until June of last year. She's as good as a new boat and her fittings have been x-rayed. My associate, Mike Trcka (Annapolis grad, U.S. Olympic team, 7-year carrier pilot, captain of Frers 46 that survived the Fastnet Race), says *Lively* could be ready for an assault on *Comet's* record in less than three weeks. We're that ready. All we need is the publicity and sponsors.

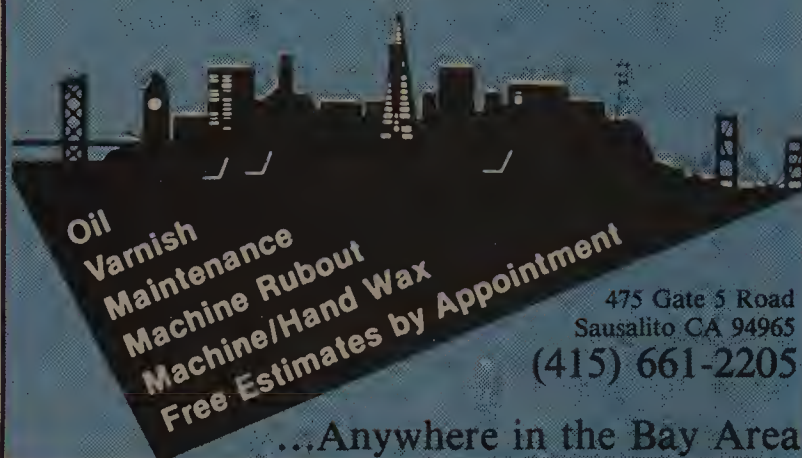
About the coincidences. Back in 1931, when I was 11-years old, Capt. William Barnes, then in his mid-80's, gave me an oil painting of the clipper *Comet* that hangs in the aft cabin of *Lively*. I have put the painting up for sale; the first appraisal put the value at between \$12,000 - \$15,000. Given a year for research and advertising might increase the value of the painting substantially, as it might be the only picture of *Comet*, holder of eight speed records, under full sail. There is an outside chance the painting was done by an eyewitness.

I would like this beautiful and exciting oil painting of *Comet* to find a snug harbor in San Francisco or at least the west coast. Although Maryland, New York and the Northeast takes credit for the age of extreme clippers, it was the Gold Rush that provided the impetus for it all. *Flying Cloud* is the flagship for the Northeast; I

## WASHING, WAXING, & VARNISHING your troubles away

*Westwind*  
PRECISION BOAT DETAILS

Still the best investment on the water



## The Armchair Sailor

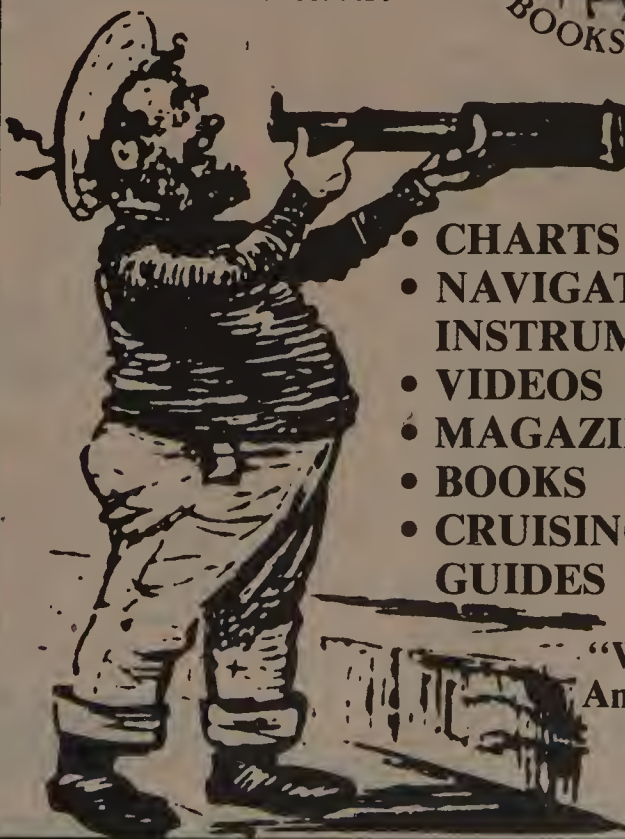
Marine Book & Navigation Center

42 Caledonia St.

Sausalito, CA 94965

(415) 332-7505

MON.-SAT. 9-6 SUN. 12-5



- CHARTS
- NAVIGATION INSTRUMENTS
- VIDEOS
- MAGAZINES
- BOOKS
- CRUISING GUIDES

"We Mail Anywhere"



# HUNTER MARINE

## DON HATLER YACHTS (415) 367-7212

Just East of Charlie Brown's Restaurant in the Port of Redwood City  
451 Seaport Court, Redwood City, CA 94063

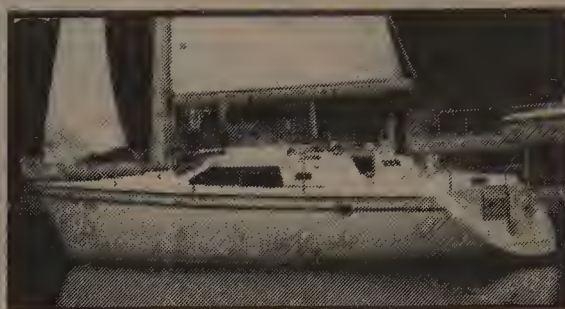
### VISION 32

*All new free standing mast*

#### SPECIFICATIONS

L.O.A. .... 32'0"  
L.W.L. .... 27'0"  
BEAM .... 11'4"  
DRAFT .... 4'3"  
HEADROOM .... 6'3"  
SAIL AREA .... 567 SQ FT

**\$62,400**



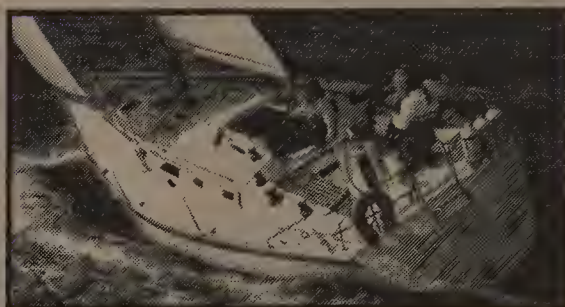
### LEGEND 40

*Comfort, Speed, Safety*

#### SPECIFICATIONS

L.O.A. .... 39'7-1/2"  
L.W.L. .... 32'6"  
BEAM .... 13'5"  
DRAFT .... 5'0" / 6'6"  
HEADROOM .... 6'6"  
SAIL AREA .... 787 SQ FT

**\$99,500**



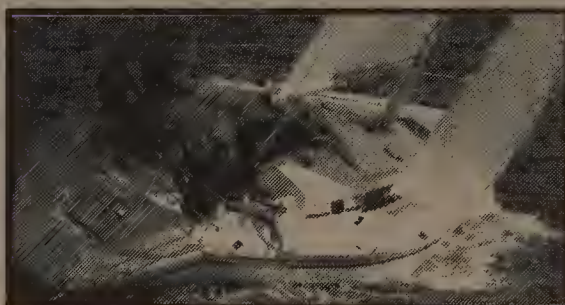
### LEGEND 37

*Sleek, Fast, Luxurious*

#### SPECIFICATIONS

L.O.A. .... 37'6"  
L.W.L. .... 31'4"  
BEAM .... 12'10"  
DRAFT .... 4'9"  
HEADROOM .... 6'3"  
SAIL AREA .... 704 SQ FT

**\$88,500**



### HUNTER 33.5

*More Boat For The Money*

#### SPECIFICATIONS

L.O.A. .... 33'4"  
L.W.L. .... 26'10"  
BEAM .... 10'11-3/4"  
DRAFT .... 4'6"  
HEADROOM .... 6'4"  
SAIL AREA .... 520 SQ FT

**\$57,250**



### HUNTER 30

*All New —*

*The Best 30-Ft Value Available*

#### SPECIFICATIONS

L.O.A. .... 30'3/4"  
L.W.L. .... 25'10"  
BEAM .... 11'0"  
DRAFT .... 4'3"  
HEADROOM .... 6'2"  
SAIL AREA .... 433.2 SQ FT

**\$46,900**

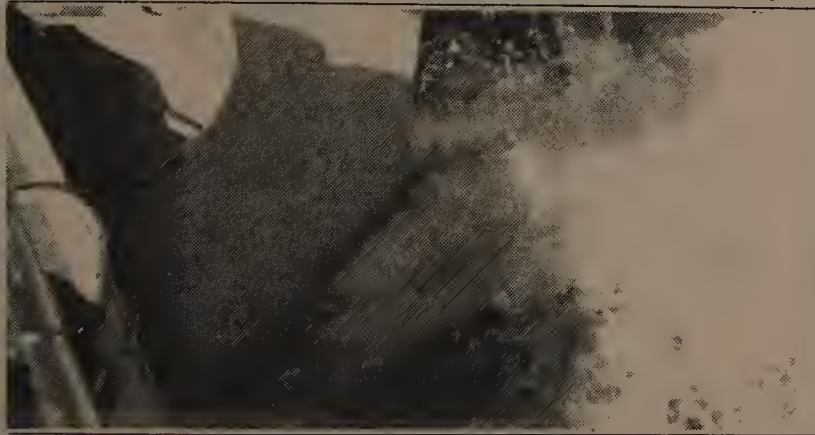


**HUNTER 18.5 — \$8,500 Δ HUNTER 23 — \$14,600**



# LETTERS

say let *Comet* be the flagship for the West Coast. Putting this painting up for auction with the understanding it is to be donated to San Francisco and the West Coast might well raise a good part



The foam flies from 'Lively's' lifting rudder.

of the money needed for a *Lively* challenge on *Comet's* record.

I do hope I have presented an interesting project and that groups or individuals on the west coast will want to be sponsors of the challenge and help locate others. Of utmost importance is finding an individual or organization that can make the most of the opportunities this project offers. Please send me any ideas or leads that will help such a West to East clipper challenge become a reality.

Robert Haberman  
Post Office Box 6125, Point Loma, CA

## ⇅SOMETHING FOOLISH

My wife could see it in my eyes the first day I came back from the marine stores . . . they hadn't gotten the March issue of *Latitude* in yet.

"Don't worry honey," she said, "it'll be in tomorrow."

So I waited until the next day. Still nothing. More frustration. My wife gave me the current issue of *Cruising World*. Nice pictures, but

...

The third day I went in there was still nothing. I started to stutter and then I got these funny kinks in my neck. Then I heard the worst news of all; there was a possibility that you would not be distributing down here in Lotus Land anymore. I had to go down to my boat right away. This was serious. Does the editor realize how many lives he would disrupt if he did something foolish like cutting us off?

Then a thought occurred to me. Get in the car, drive down to West Marine, pay the dollar for that February copy, tear out the subscription form, fill it out, then mail it in. Then get back in the car and drive to San Francisco in order to get the March issue.

So, if you'll accept my subscription and start with the April issue my mental state would be grateful. Now if you'll excuse me, I've got some driving to do.

Garry Willis  
Marina del Rey

Garry — We're continuing Lotus Land distribution at selected locations, but it's true, at most places you'll have to pay for your copy. Lotus Landers who don't want to subscribe or pay for their 38's have a simple alternative: 'move to Northern California. Bolinas, for example.

## ⇅THE ANSWER IS 'YES'

On page 83 of the March issue, you asked the question, "Are you a longtime [berth] renter?" I would like to answer that question with a 'Yes'.

## FURUNO — THE BEST



LORAN  
LC-90



VIDEO SOUNDER  
FMV-602



Don't be out in the fog when choosing a new LORAN SOUNDER RADAR WEATHERFAX or other electronics. We can guide you with sensational prices on new FURUNO equipment and of course we're there to back it up — like we have been since 1952.

**WE PLEDGE TO BACK EVERY PRODUCT WE SELL WITH PERSONAL, INHOUSE TECHNICAL SERVICE.**

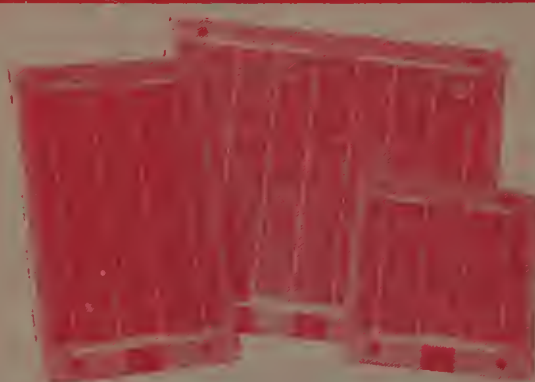
RICH WILDES **CAL-MARINE**  
**ELECTRONICS CORPORATION**



SALES •  
SERVICE •  
INSTALLATION •

1424 LOMBARD STREET  
SAN FRANCISCO, CA 94123

**(415) 673-2552**



## SOLAR BATTERY CHARGERS

Lightweight, Unbreakable, Dependable

**IDEAL FOR MARINE USE**

Beautiful Blue Crystalline Cells, No Glass  
Mega Lite 5, 10, 18, and 30 watt Panels  
Twice as Efficient as the "Flexible" Panels  
(Half the size for the same power output)  
at 2/3 the Price and without the Power Loss  
that occurs in "Flexible" Panels

## BEST PRICES ANYWHERE

Speedy UPS Delivery. Visa/Mastercard OK

**ENERGY DEPOT**

Authorized Distributor for **SOLAREX**

61 Paul Dr., San Rafael, CA 94903 (415) 499-1333  
1991 Las Plumas, San Jose, CA 95133 (408) 923-8838  
7991 Folsom Blvd., Sacramento, CA 95826 (916) 381-0235

**Call Toll-Free 800-822-4041**



## Factory Authorized Dealers For:



**scatra cva unit**  
scatra constant velocity alignment unit



*We Have New And Used  
Engines In Stock  
from 9.5 hp and up*

We also have one of the most extensive and  
comprehensive parts inventories in Northern  
California for Volvo Penta and Yanmar.

### **WE GUARANTEE:**

TO GET YOUR VOLVO PARTS WITHIN  
48 HOURS PROVIDING THEY ARE AVAILABLE  
IN THE CONTINENTAL U.S. CALL US FOR DETAILS.

**QUALITY IS REMEMBERED  
LONG AFTER PRICE IS FORGOTTEN.**

## **PENINSULA MARINE SERVICES**

**(415) 366-2636** FAX 415-366-1938

639 BAIR ISLAND ROAD, SUITE 8  
REDWOOD CITY, CA 94063  
ON THE ROAD TO PETER'S HARBOR

## Yacht Insurance

### Sail & Power Boats 26' and Up

- ★ Private Pleasure Yachts ★
- ★ Skippered Charters ★
- ★ High Value Yacht Specialists ★
- ★ World Wide Coverages ★
- ★ Direct With Lloyds ★
- ★ Ocean Crossings ★
- ★ Mexican Yacht Insurance ★

Agent for the  
**CLASSIC YACHT ASSOCIATION**  
and for the  
**MASTER MARINERS  
BENEVOLENT ASSOCIATION**

### **CAPITAL WORKSHOP INSURANCE AGENCY**

PEGGIE FOSTER

456 Montgomery Street  
Suite #1000  
San Francisco, CA 94104

**(415) 981-8200**





# Tower Park Marina's DeltaFest RV & BOAT SHOW

In The Water & Ashore  
In The Heart of The Delta

**May 12, 13 & 14**

**FREE ADMISSION**

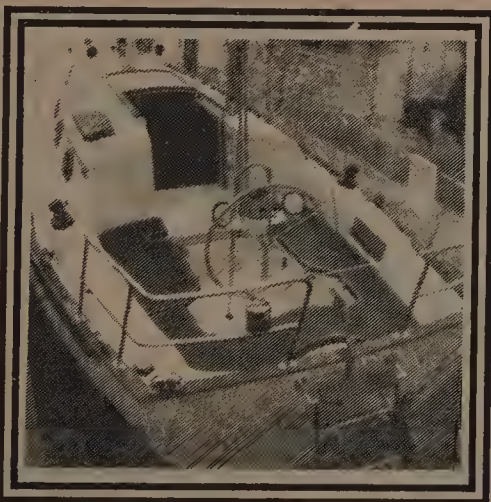
LIVE MUSIC - CLOWNS FOR THE KIDS  
SPECIAL "POTATO ROW" FEATURING  
FOOD DISHES WITH DELTA POTATOES

*Tower Park is located in the Delta on Hwy 12,  
5 miles west of Interstate 5*

## **HOURS**

Fri.: Noon to 6 pm  
Sat. & Sun:  
10 am to 6 pm

**(209) 369-1041**



## **THE ULTIMATE COCKPIT CUSHION**

Your Bottom should not be subjected to hard fiberglass or conventional cushions that are bulky, easily waterlogged, or soon wear out. Treat yourself to the best your Bottom could ask for... Bottom Siders™, the ultimate in boating comfort. Bottom Siders are made from closed-cell foam covered with a tough flexible marine vinyl that is bonded to the foam to produce a tough, yet flexible boat cushion that will stand up to years and years of rugged use. No seams to tear, no zippers to rust or break. Bottom Siders are totally waterproof and guaranteed never to absorb water. The cushions float and can be used for fun and safety. Bottom Siders are 1-1/2" thick, which gives you plenty of cushion and comfort. Cushions are custom fit to your cockpit using our patterns or yours. Bottom Siders are compact for convenient stowing. Choice of ten colors and contrasting pinstripes give Bottom Siders a distinctive look that gives your boat an added touch of class. You may choose to personalize your Bottom Siders with your boat name and/or your own custom graphics. We trust you will like the fit and feel of your Bottom Siders.

**BOTTOMSIDERS, INC.**

1171 Fairview Avenue North, Seattle, WA 98109  
**(206) 682-7828 (800) 666-3626**

# More sail, less cost.

## LEE SAILS

"Sailmaker to the world"

CONTACT US FOR AN ESTIMATE OR A BROCHURE.

**SOUTHERN CALIFORNIA**

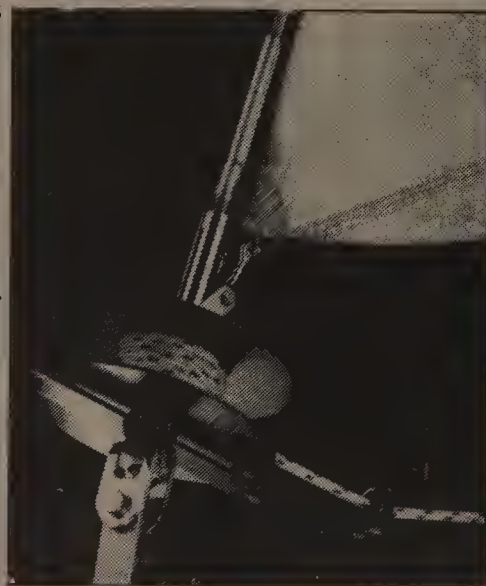
4222 1/4 Glencoe, Marina del Rey CA 90292  
(213) 306-3155

**NORTHERN CALIFORNIA**

647 Pacific Avenue, Alameda CA 94501  
(415) 523-9011

## MARINER ROLLER STAY FOR HANK-ON SAILS

The MARINER patented Roller Stay is the only furling system in the world that works with your existing HANK-ON SAILS. It doesn't need a tunnel luff extrusion and neither do you. In fact, hank-on sails are better for most sailors. Why? Because of safety - ever try making a sail change with a tunnel luff system short handed? The roller stay allows reefing, furling and sail changing with your



entire sail inventory. So don't change your hank-on sails — improve them with a roller stay, without costly modifications. It is the choice of cruising sailors the world over.

**CALL FOR SPECIAL BOAT SHOW DISCOUNT!**

## MARINER

125 Sheldon Street, El Segundo, CA 90245  
(213) 322-9139  
FAX 213-322-0205



# AVON REBATES

Get ready for the season. See your Avon dealer. Make your best deal on an Avon 4 Meter Searider or 6 person Avon Coastline Lifteraft. Take advantage of our preseason rebate program and get a \$200.00 rebate for a 4MSR and a \$50.00 rebate for an Avon Coastline. Send us your receipt showing date of sale between April 1 and April 30, 1989. Give us your name, address and the name of your Avon dealer. Sounds easy? It is. Act now. Rebate offer good only while supplies last through April 30, 1989. All rebate requests must be received by May 15, 1989 for eligibility. Rebates apply to retail new product sales only.

Don't forget. All Avon Inflatables come with our famous 10 year no-alibi warranty. Avon's exclusive double thick Hypalon fabric. And all the advantages of owning the best.



## Avon 4 Meter Searider \$200.00 Rebate

For the ultimate in performance and maneuverability, Avon's 13' 4" 4 Meter Searider is hard to beat. The deep "V" fiberglass hull handles the most difficult conditions. Engines up to 50hp give outstanding performance. Various seating options are available. For the ultimate yacht tender, diving, fishing, ski or speed boat, try the Avon 4M Searider.

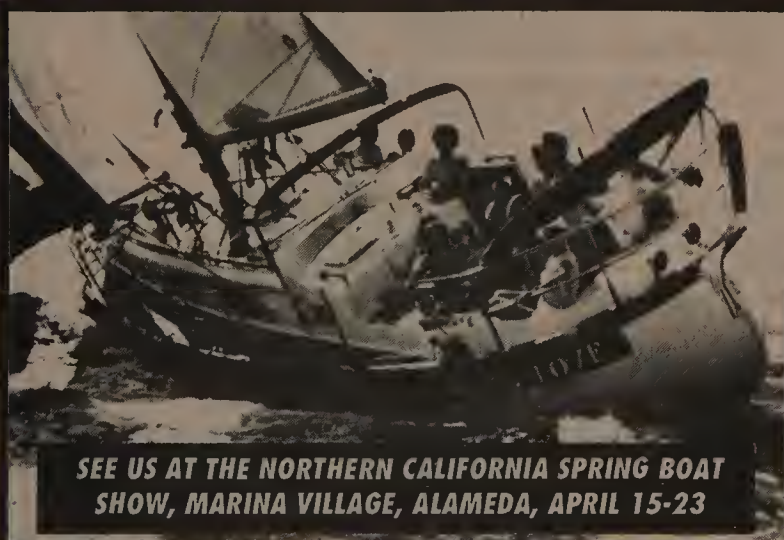


## Avon Coastline Lifteraft \$50.00 Rebate

Avon's 6 person Coastline Lifteraft is the ideal liferaft for coastal sailors, fishermen, and powerboaters. It's light-weight, stows in a small valise or deck mounted cannister, is quick to deploy, features 2 independent buoyancy chambers, 3 deep, weighted ballast pockets, self-inflating canopy arch, emergency pack, sea anchor and more.... You've bought the boat, now buy the insurance.

For eligibility, rebate request must be submitted with original receipt, mailed by May 15, 1989 and sent to:

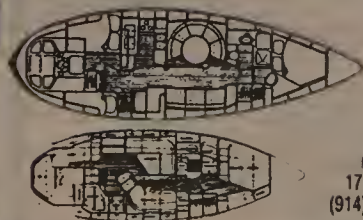
**Avon Seagull Marine**, 1851 McGaw, Irvine, Ca 92714 (714) 250-0880.



**SEE US AT THE NORTHERN CALIFORNIA SPRING BOAT SHOW, MARINA VILLAGE, ALAMEDA, APRIL 15-23**

**"For world cruising, give me a cutter-rigged double-ender everytime."** — Stan Huntingford, renowned naval architect and Slocum yacht designer.

**"For world cruising with exceptional live aboard comfort, give us a Slocum everytime!"** — Robert & Paula Chilman, Yacht Shukran, Grand Cayman, BWI.



Big fast cruising vessels. Standard or pilothouse Slocum 43. Standard Slocum 37. Interiors and fittings customized to your requirements. Slocum Yachts, 17 Winfield Ave., Harrison, NY 10528. (914) 381-2605



## COMPLETE SAIL MAINTENANCE

• REPAIRS • CLEANING • RECUTS

**CURTAIN LOFT • BOAT CURTAINS**

**CUSTOM CANVAS COVERS**

**DODGERS**

**LAM SAILS**

ONE NORTH AMPHLETT  
SAN MATEO, CA 94401  
**(415) 342-5625**



# LETTERS

I own the Bird boat *Curlew*, which was built in Sausalito at Madden and Lewis in 1922. In 1963, my father bought *Curlew* from a Sausalito resident, Mr. H. Breece, who had owned her for the previous 12 years. When purchased, *Curlew* was berthed in the Sausalito Yacht Harbor in the same berth as she occupies today. I can thus account for the last 26 years and would like to suggest that *Curlew* may have been in the same berth since the early 50's — over 35 years!

You may question my statement and I will admit the harbor has changed significantly during our stay. We have gone from berths with only single-sided access to the double-finger berths of today; from sitting on the mud at low tide to a good deep water harbor. Why they even relocated the pier to get it off an underwater city street during our stay.

Through all the changes in the harbor, *Curlew* has remained in the same berth — even though the berth is no longer in the same place.

Robert Rogers  
Sausalito

Robert — That's some record — we wonder if anybody can top it.

With regard to the Bird design, it has a timeless beauty. Just last weekend we watched hull #3 — is she *Curlew*? — sail along the Sausalito waterfront. There wasn't a sweeter looking boat in sight.

## ↓↑ IS THIS THE WAY IT SHOULD BE DONE?

As I was enjoying the March issue, I was struck again by the appearance of yet another 'booze story' about California sailing. This one, like the others, got me thinking; but this time I was finally galvanized into writing something about it.

The scenario, like the others that have appeared in *Latitude* in the past, describes a group of buddies, seriously hung over from the night before "at the yacht club", winding their way out for a sail (or whatever), only to find themselves either sleeping it off down below or not remembering exactly what happened the night before (or was it two days ago?). Then the storyteller regales us with tales of the horrible things about to happen because either the crew is getting drunk — again — or is still asleep from the previous night.

The only missing ingredient to all this should have been stated in the last sentence of "Come on baby, do the locomotion" (page 99, *Sightings*). To wit, "All it takes is a little effort" — and a little beer.

Has it ever occurred to you that articles like these are a little silly appearing in a magazine that often editorializes about safety and responsibility on the water? Or are you just putting us all on with that responsible stuff you so eloquently write about?

I know, you're just being humorous or funny or witty and don't mean any harm and all that. But just think of the people new to sailing who ask themselves: "Is this the way it should be done? Sounds like fun, doesn't it?"

You may think I'm being overserious, but just think about what you are promoting when you publish stuff like "Come on baby, do the locomotion".

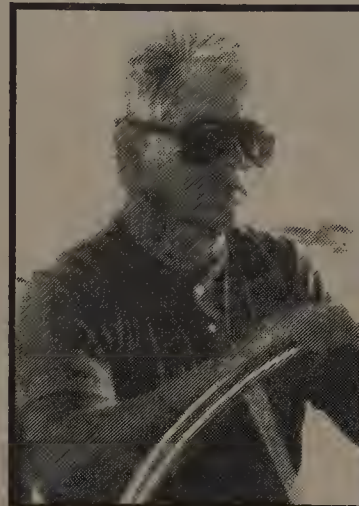
P.S. We have returned from Australia where our boat awaits our return. We plan to work in Silicon Valley for a year, then return to Australia to continue our 'normal' way of life.

Please don't take offense with this letter. I simply want to highlight my concern over a very serious problem in Northern California; drug and alcohol abuse. Sometimes your magazine appears to be such a contrast, almost at cross purposes with itself. I hope you take my letter with the intent with which it was written.

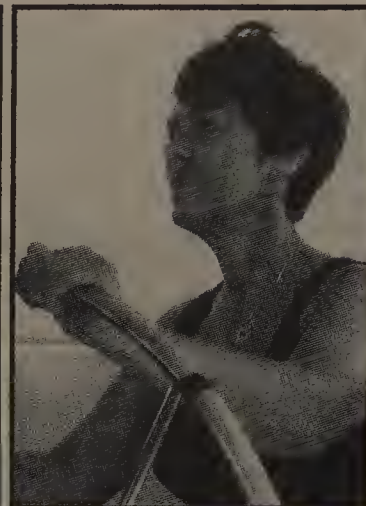
John McCandless (in Sunnyvale)  
Renaissance (in Bundaberg, Australia)

# FITNESS SPECIAL\*

(It's Our Fitness Center's Anniversary!)



PAUL CARROLL



JEAN CARROLL

We started our first fitness center twelve years ago. Just about the time we started sailing. We're still sailing and running our fitness centers. Life is pretty good.

You learn a lot in twelve years . . . about sailing and fitness. Little things . . . like it takes a healthy and fit body to get the most out of sailing . . . and just everyday living. So . . .

We thought if you knew about our fitness centers, and that we liked sailing, you might enjoy becoming a member. That way we could talk about fitness and sailing. And right now is a very good time to become a member because you can save money during our 12th anniversary special.

Our fitness centers are special. We stress quality and individualization. Our staff is knowledgeable, well trained and our facilities are exceptional.

That's why we were chosen to be the Training Center and Physiological Testing Center for the U.S. Mens and Womens Ski Teams. And why we were able to help the Redwood Crew team win a national championship.

In fact, one of our dreams is to help Tom Blackaller and crew blow Dennis (and everybody else) out of the water in the next Cup Challenge.

Call us for a personal tour or to arrange a free trial program. It's the best way to get to know us.

*Paul & Jean*

**\*SAVE UP TO \$150 ON INITIATION FEES!**

## MARIN SPORTS FITNESS CENTER

625 Grand Avenue, San Rafael, CA 94901

(415) 459-8668

## SANTA ROSA SPORTS FITNESS CENTER

625 Steel Lane, Santa Rosa, CA 95401

(707) 578-3757





## Water belongs under your craft, not your Khakis.

**GROTTO**s gear is designed with one thing in mind: keeping you dry and comfortable. Technically designed and manufactured for 100% waterproof performance.

**GROTTO**s is available in a wide selection of styles and a variety of bright, nautical colors.

So, no matter what craft you're sailing, be prepared and grab your **GROTTO**s.

Boaters Friend  
Ships Chandlery  
Al's Boater's Supply  
Mike's Marine  
Viking Marine  
Marine Trader  
Peninsula Boat Sales

Berkeley  
Campbell  
Redwood City  
San Pedro  
Redonda Beach  
Marina del Rey  
Monterey



**GROTTO**s

Foul Weather Gear

**GROTTO**s

(201) 941-3913

FAX 201-886-8489


Parko Inc. 132 Bergen Blvd.

Fairview NJ 07002








sally lindsay's

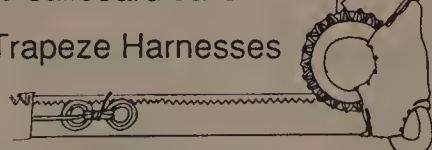
**SPINNAKER SHOP**

palo alto  calif

**PRECISION SAILS**

**full service loft**

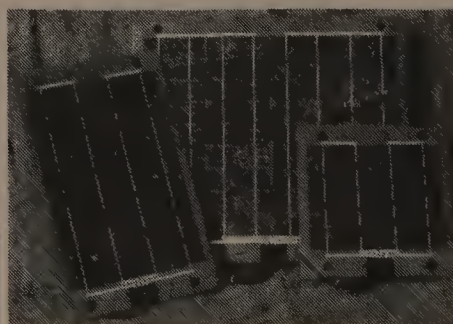
-  New Mains and Jibs built with Uncompromised Quality
-  Trophy winning Spinnakers
-  Complete Canvas Work from sail covers to complete boat covers
-  Repairs and recuts on cruising, racing and sailboard sails
-  World Acclaimed Trapeze Harnesses



921 E. Charleston Road • Palo Alto  
CA 94303 • (415) 858-1544

**SOLAREX**

**ELECTRIC GENERATORS  
DEALERS/RETAILERS  
BOAT BUILDERS**



- Plastic Step-Proof Designs
- Low Profile 1/8"
- Mounts directly to deck, dodger or stern rail
- Easy to Install
- Sizes for all cruising or racing boats

Since 1973, Solarex has built high power solar panels for aerospace and commercial uses. We now have a full line of solar battery chargers and products for your boating customers.

**DEALER INQUIRIES INVITED**

Consumer Products Div.  
1335 Piccard Drive  
Rockville, MD 20850  
(301) 670-7215  
(800) 638-8304





# NELSON'S MARINE



THE  
BOATOWNERS  
BOATYARD

2229 Clement Avenue  
Alameda, CA 94501  
(415) 536-5548

We Accept Visa/MasterCard

NEW!

## PBC MK III NAVIGATION PLOTTER and VIDEO

"Indispensable  
for all boat  
owners and  
skippers."

PETER ISLER,  
Navigator,  
Stars & Stripes

- Eliminates variation (allows magnetic navigation)
- Eliminates parallel rules, protractors, triangles
- Plot courses, bearings, current vectors
- Erasable plotting surface
- Includes pens, chart clips, plastic case
- Used by the UNITED STATES NAVY
- Used in AMERICA'S CUP races by Peter Isler, Navigator

Now, the PBC MK III NAVIGATION PLOTTER announces its new 30 minute instruction and navigation video. The video gives detailed instruction on the use of the PBC PLOTTER in plotting courses, bearings and current vectors.

\$99.95 (Plotter & Video) Plus \$4.50 shipping & handling  
Calif. residents add 6½% sales tax.

**KANE MARINE**

P.O. Box 5421,  
San Mateo, CA 94402  
415/349-1341

## The electronic instruments you need. At the prices you've been looking for.

INSTRUMENTS		VHF RADIOS		AUTOPILOTS		REFRIGERATION	
Datamarine S100KL	\$319.00	Apelco VXL 5110	\$171.00	Autohelm 800	\$314.00	Adler-Brbr. SFV-1	\$528.00
Datamarine S200KL	319.00	Apelco VXL 7100	285.00	Autohelm 1000	444.00	Adler-Brbr. SFH-1	528.00
Datamarine LX360	639.00	Apelco VXL 9100	339.00	Autohelm 2000	631.00	Adler-Brbr. LFV-1	637.00
Datamarine A 181	158.00	Icom M55B	340.00	Autohelm 3000	559.00	Adler-Brbr. LFH-1	637.00
Datamarine Link	Call	Icom M100	520.00	Autohelm 4000	715.00	Adler-Brbr. SCMSV	682.00
Kenyon McrLn. Depth	333.00	Icom M500	1115.00	Autohelm Windvane	168.00		
Kenyon McrLn. Speed	333.00	King 7001	309.00	Autohelm H/H remote	87.00		
Kenyon McrLn. Wind	601.00	RayNav 33	240.00	Alpha 4404	Call	Autohelm P/C	\$119.00
Navico 0L 200	285.00	RayNav 77	296.00	Benmar	Call	Sailcomp PC103	585.00
Navico 0S 200	285.00	Sitex Compact 55	236.00	Navico 1600	275.00	Azimuth 314	533.00
Navico W0 200	570.00	Standard Explorer II	218.00	Navico 2500	410.00	Ritchie D-515EP	530.00
Navico S 200 Sail Pkg	995.00	Standard Galaxy	269.00	Navico 4000	495.00	Ritchie SP-5	275.00
Standard OS-10	228.00	Standard Infinity	550.00	Navico Windvane	119.00	Ritchie OWP-200	159.00
Standard SL-10	228.00	Standard Titan +	329.00	Navico H/H Remote	68.00	Ritchie FN-201	115.00
Standard WS/WP	524.00			Robertson	Call	Ritchie BN-202	124.00
Standard SP1 Sail Pkg	853.00	VHF HANDHELDS				Ritchie HV-77	75.00
Signet SL60	774.00	Apelco Clipper Jr.	\$269.00				
Signet SL80	479.00	Horizon H/P 6	374.00				
Signet SL110	1066.00	Icom M2	319.00				
Signet SL160A	1185.00	Icom M5	369.00				
Signet SL210	2195.00	Icom M8	290.00				
Signet SL310	3265.00	Icom M11	395.00				
Signet SL 267A	294.00	Sitex HH100	193.00				
Signet SL 172	294.00	Sitex HH200	248.00				
Signet SL 254	709.00	Yaesu FTC 1903	249.00				
Signet Sail Pkg	1295.00						
LDRAW		STEREO		FIRE EXTINGUISHERS		SATELLITE NAVIGATORS	
Apelco OXL 6000	\$499.00	Combisound 1002	119.00	Fireboy 15CG	\$ 95.00	Magnavox 4102	\$2105.00
Apelco OXL 6100	699.00	Combisound 1003	199.00	Fireboy 35CG	135.00	Mag'vox 4102 Auto	2505.00
Apelco OXL 6600	855.00	Maxxima CSC-590C	134.00	Fireboy 70CG	195.00	Navstar 2000	1090.00
Chart Cartridges	57.00	Maxxima CSC-603	79.00	Fireboy 100CG	229.00	Rythin. Ray Sat200	3200.00
Oata Oart 2502	605.00	Maxxima CSP 6650	71.00	Fireboy 150CG	349.00	Ship. Sea RS5000	1570.00
Oata Scout	528.00	Sitex MS-88	289.00	Fireboy 200CG	375.00	Ship. Sea RS5100	2108.00
Furuno LC-90	819.00	SPEAKERS				Sitex A-310	1268.00
King 8002	680.00	Furuno, Raytheon, Vigil	Each				
Micrologic Explorer	649.00	Jensen 1500	39.00				
Micrologic ML8000	995.00	Jensen 1510	40.00				
Micrologic Voyager	540.00	RADAR					
Northstar 800	1365.00	SSB & RDF, ALERT					
Northstar 800X	1514.00	Icom M700	\$1720.00				
RayNav 570	725.00	Icom AT-120	719.00				
RayNav 750 Mk II	1295.00	Stevens Sea 222	1490.00				
Sitex EZ-97	600.00	Stevens Sea 322	2222.00				
Sitex 790	700.00	Stevens Sea 1612	745.00				
		Apelco AXL-1500 AOF	414.00				

Prices subject to change without notice  
due to fluctuations in exchange rate.



FOR ARCO SOLAR PANELS, EPIRBs OR ANYTHING YOU DON'T SEE, CALL US!  
(800) 922-4872 Connecticut: 1-203-637-3144  
FAX: 1-203-698-0861



**continental marine**

P.O. Box 330, Little Cove Lane Old Greenwich, CT 06870



## YALE LIGHT

*Yale Light is an extremely light, high strength yacht braid. With almost zero water retention, it stays light even when wet. Yale Light is used extensively on one design boats and as main sheets and spinnaker sheets on larger boats.*

## MAXIBRAID PLUS

*Size for size, Maxibraid Plus is the strongest rope available. The core is made of Spectra, which is pound for pound 10 times stronger than steel. Maxibraid Plus is used for runners, sheets, and guys where high strength and low stretch are critical.*

## ULS

*ULS (ultra low stretch) is our high performance dacron braid. ULS has an extremely low helix braid geometry that translates to ultra low stretch. With a heavy abrasion-resistant outer sleeve, ULS makes an excellent general purpose rope.*

## ARAMID 85

*For a high strength and low stretch rope at an affordable price, consider Aramid 85. The core of Aramid 85 is a blend of Kevlar and Dacron and is covered by an abrasive resistant Dacron sleeve. Excellent for halyards, sheets, and guys.*

## SOLID COLORS

*When quick line identification is essential, choose a solid colored rope. Made from low stretch, high abrasion resistant dacron, solid colored ropes are available in red, blue and green. Used for sheets, halyards, control lines or wherever quick identification is necessary.*

## ARACOM

*If you want high performance under high loads, use Aracom, a premium Kevlar yacht braid. Aracom is as strong as stainless steel wire of equal diameter, yet weights 75% less. It is used for applications where strength and low stretch cannot be compromised.*



## Bay Riggers, Inc.

*"We Know the Ropes"*

With over 60 different ropes to choose from, we have the proper rope for any application. Come by Bay Riggers, Inc. for a free consultation on the ropes to use on your boat. All Yale Cordage ropes are on sale at Bay Riggers, Inc.

(415) 332-5757 2346 Marinship Way, Sausalito, CA 94965

## Sceptre 41

### SUPERCRUISER

*It means NO COMPROMISES! Excellence of design, Construction and detail. Great performance under SAIL or POWER. Easy to handle by two. And yes, it means inside steering, a raised settee, and 6'5" headroom throughout.*

*SUPERCRUISER — A performance yacht for all-weather, go-anywhere comfort and enjoyment.*



For the name of our representative in your area please contact:  
SCEPTRE YACHTS LTD. (604) 273-1308  
100-11451 Bridgeport Road, Richmond BC V6X 1T4



# LETTERS

John — We take no offense to your letter — in fact we admire you for taking a position that might invite derision from hard-drinking, small-minded peers.

Nonetheless, we think you have to appreciate that Latitude's subject matter is a mostly recreational and relaxing activity. We write about what people do on the weekend (or out cruising) to unwind from the monumental stresses of a week (or years) in the fast lane. And what a lot of extremely responsible sailors do from time to time is drink — sometimes even to the point where they drop their outboard motors off the back of their boats.

If somebody wants drink so much alcohol that they drop expensive equipment overboard, we figure that's their business. And we're going to laugh and write about it, because it's funny.

Where we draw the line is when somebody's drinking has a negative effect on other people, be it children, spouses, jobs, people in other boats or cars, etc. There are countries in Europe where the first drunk driving offense loses your license for a year and the second offense loses it for life. Sounds about right to us.

While booze certainly can be abused, we think you have to remember that it also 'works' for a lot of people in the sense that it allows them to step back, laugh and recall the importance of keeping everything in perspective. There's even medical evidence supporting the benefits moderate drinking has on the heart.

Our laissez-faire editorial attitude toward booze is probably based on our personal experience, which to date has been all laughs and no grief. Be that as it may, we've very interested in hearing what other readers have to think about this subject.

## WHAT'S WITH MY CALCULATOR?

In the article about Flying Cloud's record Cape Horn journey, you have it that Captain Creesy recorded an average of 222 miles a day.

Using the formula of 60 times the distance divided by time, then multiplying the speed times 24 hours, I get 195.7941 miles a day average. Which works out right.

What did my calculator do wrong this time?

P.S. Could Captain Creesy have been aggrandizing things? I calculate that 222 statute miles becomes 195 nautical miles.

Alan Wells  
Honolulu, Hawaii

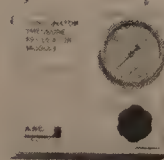
Alan — Your equation baffles us — what's all this business about multiplying by 60? All we know is that our 8th grade algebra teacher at Montara Junior High in Oakland, Miss Contano, taught us that distance divided by time equals speed.

We quoted Flying Cloud's log directly when we wrote: "Anchored in San Francisco Harbor at 11:30 a.m. after a passage of 89 days 21 hours. Distance run — 17,597 statute miles. Daily average — 222 statute miles."

All right then, 17,597 statute miles (distance) divided by 89.875 days (time) equals 195.7942 statute miles per day. Hmmmmmm, you raise what seems to be an excellent question. All we can figure is that ol' Perk's calculator must have needed new batteries.

Latitude 38 welcomes letters on matters of interest to sailors. All letters received are presumed to be for publication unless otherwise indicated. Letters don't have to be typed, but they must be legible — signature included. When possible, leave a phone number so we may contact you in case a clarification is required. Because of the number of letters received, it's not possible to publish them all. Interesting letters without time value are sometimes held for several months in order that they might be published. We reserve the right to edit all letters for the enduring qualities of clarity and brevity.

## BOAT SHOW SPECIAL!!



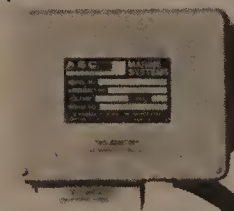
LOOKING FOR  
A COMPACT  
WATERMAKER?

LOOK AT ASC'S  
NEW ATLANTIS  
SERIES!

ASC'S ATLANTIS is the most compact AC-powered desalinator on the market thanks to its modular construction and direct coupled pump/motor unit. The attractive electronic control module mounts wherever you like for convenient fingertip operation while the mechanical components tuck out of the way in the engine room, lazarette or under a berth.

ASC's engineering leadership has produced a fully automatic system that is controlled by just one switch — pressure setting, sequential pump starting, product water monitoring and tank level control functions are all done for you. Automatic shut-down protects the Atlantis from abnormal conditions while a series of LED's show at a glance the system status.

By combining advanced automation technology with innovative packaging, ASC has created a revolutionary desalinator, reconfirming their position as the industry's leader.



SEE ALL THE NEW AND EXCITING  
ASC PRODUCTS AT THE  
MARINA VILAGE BOAT SHOW, APRIL 15-23



BAYTRONICS CORPORATION

MARINE ELECTRONICS

SALES • SERVICE • CUSTOM INSTALLATION

2228 Livingston • Oakland, CA 94606 • (415) 533-5300



# ◆ McGINNIS INSURANCE ◆

## THE EXPERT THE EXPERTS CHOOSE

*"The Marine Specialists Since 1972"*

### ★ EXTENSIVE YACHT PROGRAM

- Claim settlement is what counts!
- Outstanding program for high value yachts, power and sail.
- Specialists in worldwide cruising

*If You Don't Know Boat Insurance  
Make Sure You Have An Agent Who Does*

**(415) 332-0500**



McGinnis Insurance Services, Inc. • 10 Liberty Ship Way, #4103 • Sausalito, CA 94965



## HEINSON<sup>TM</sup> PAT. PENDING MAKES JIBING FUN!

- \* Controlled jibes without touching the mainsheet or boom
- \* Superior vang action and sail shape
- \* A preventer controllable from the cockpit
- \* A must for single or short-handed sailing
- \* Easily controlled
- \* No moving parts to wear

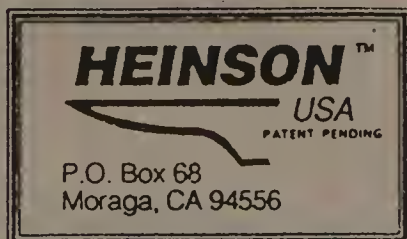


### Now Available At:

**Svendson's**, Alameda  
**Al's Marine**, Redwood City  
**The Foredeck**, Rancho Cordova  
**Bay Riggers Inc.**, Sausalito

**Larsen Sails**, Santa Cruz  
**S.F. Marine Exchange**, S.F.  
**Whale Pont Marine**, Richmond

Dealer Inquiries Invited



**(415) 865-3692**

## YACHT SURPLUS

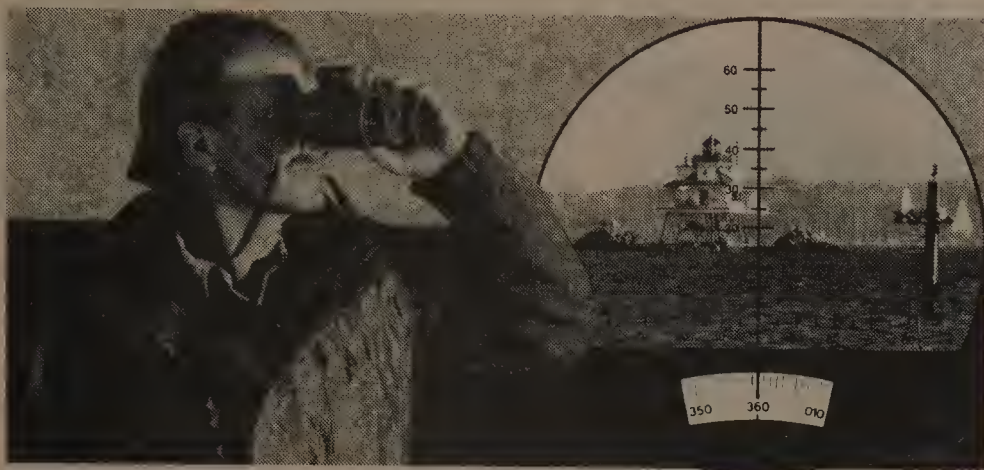
- ONE TON LEWMAR "CLICK-STOP" ANODIZED ALUMINUM HATCHES, 2 OR MORE, 50% OFF, 6 OR MORE, 50% & 10% OFF
- MAXWELL #16 CHROME-BRONZE SHEET WINCHES (BRAND NEW), LIST: \$105, SELL \$59.50 EA
- 5 TONS "MICRO" SAILBOAT HARDWARE & BLOCKS, SAVE 50 TO 70%
  - 1 TON R.C. MARINE YACHT BLOCKS PRICED FOR FAST SALE
  - 1 TON NEW S/S FASTNERS, \$3.00 PER LB
  - 3/4 TON HALLYARD & SHEET WINCHES, #8'S TO 65'S
  - BARIENTS • BARLOWS • ENKES — U-NAME-IT!
  - FANTASTIC SAVINGS!!
  - 2 SPEED BARIENT "GRINDERS" \$1000 EACH
  - 3 SPEED BARIENT "GRINDERS" \$1250 EACH (BOTH PR. IN EXLNT COND)
- 72"X14"X10"X1/4" OVAL SECTION ALUMINUM SPAR, COMPLETE WITH S/S RIGGING, TURNBUCKLES, SPREADERS, ROLLER FURLING JIB GEAR AND 25' RR BOOM \$10,000  
DON'T CHISEL TOO MUCH AND WE MIGHT TOSS IN A DACRON MAINSAIL?
- NEW S/S STERN RAILS FOR BOATS TO 50-FT, \$70 EACH, VALUES TO \$300
- WHITLOCK "COBRA" MECHANICAL PEDESTAL STEERING SYSTEMS FOR BOATS TO 40-FT (INCLUDES A. PEDESTAL, B. ALUMINUM DESTROYER WHEEL TO 44" C. S/S RUDDER ARM D.
  - BRONZE PEDESTAL ARM. \$1150 VALUE, \$295 (ONLY 35 LEFT)
- 1 TON PROPELLERS 2-3 & 4 BLADES, LOTS OF "MARTECS" TO 30" DIAMETER, PRICED RIGHT
- 800 BAGS DACRON, MYLAR & KEVLAR (MOSTLY DACRON) SAILS  
NEW 1/2 PRICE, USED, SAVE TO 80%

WE PAY CASH FOR BOAT GEAR AND SAILS —  
PROOF OF OWNERSHIP "MANDATORY"

## MINNEY'S YACHT SURPLUS

2537 West Coast Highway, Newport Beach, CA 92663  
**(714) 548-4192 (714) 548-4191**  
**25 YEARS, SAME LOCATION!**





## Penetrating Light Power and a Compass as steady as a Rock

Identifying markers or buoys in low light or pointing out an exciting object often needs the brightest optics and the steadiest compass. There is no other binocular with this perfect combination of penetrating lightpower, waterproof ruggedness, long-lasting precision and the steadiest, most well illuminated compass: Steiner-Germany. World's No. 1 Military-Marine Binocular. Send \$1.00 for our new Marine binocular-catalog and buying guide.

**Steiner, The right gear for the right man.**

# STEINER



Pioneer Marketing & Research

U.S. Marketing Office for Steiner, W. Germany, 216 Haddon Ave.,  
Westmont, NJ 08108, (609) 854-2424 • (800) 257-7742

In Canada: Steiner Optik Canada, Inc.

500 Ouellette Ave., Windsor, Ont., N9A 1B3, (519) 258-7263



The new Commander RS2000.

# STEINER BINOCULARS

Dealers in your area:

**STOCKTON:**  
West Marine Products

**ALAMEDA:**  
Johnson-Hicks  
Svendsen's

**SAUSALITO:**  
West Marine Products  
BC Navigation

**SAN FRANCISCO:**  
West Marine Products

**OAKLAND:**  
West Marine Products

**PALO ALTO:**  
West Marine Products

**SANTA CRUZ:**  
West Marine Products  
Johnson-Hicks

**SANTA BARBARA:**  
Coast Chandlery

**VENTURA:**  
Coast Chandlery

**OXNARD:**  
Coast Chandlery

**MARINA DEL REY:**  
Ships Store, Inc.  
West Marine Products  
Chris Bock Instruments

**SAN PEDRO:**  
West Marine Products  
Mike's Marine

**LONG BEACH:**  
West Marine Products  
Shoreline Marine  
Chandlery

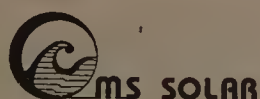
**SAN CLEMENTE:**  
Phantom Marine

**HUNTINGTON BEACH:**  
Ajax Marine

**NEWPORT BEACH:**  
Oceanview Instruments  
Balboa Marine  
West Marine Products

**DANA POINT:**  
West Marine Products  
Balboa Marine

**SAN DIEGO:**  
San Diego Marine  
Exchange  
Kettenburg Marine  
Pacific Marine Supply  
West Marine Products



## ELECTRIC GENERATOR

Virtually Indestructible!  
Lightweight! 1/4" Low Profile!  
Aerospace technology specially  
designed for marine use.

**SX 10 Watt - \$119**

**SX 18 Watt - \$205**

**SX 30 Watt - \$236**

Also available: Arco M65 - \$299.  
Complete line of Solar Panels and  
Accessories at **LOWEST PRICES!**

Free Catalog: **OMS Solar**

P.O. Box 1086

Severna Park, MD 21146

(301) 544-4311

**1-800-826-3336**

ROLLS BATTERIES HEART INVERTERS BALMAR ALTERNATORS

## CUSTOM ALUMINUM YACHTS

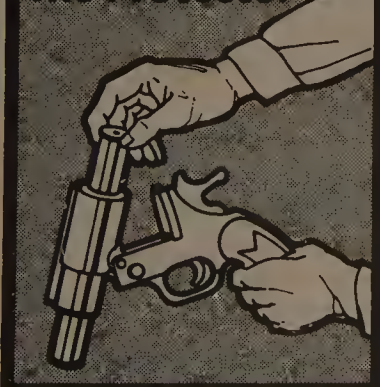
### Sail or Power

Round Bilge or Hard Chine  
To Any Stage

## VISION YACHTS LTD.

P.O. Box 5951, Postal Stn. B, Victoria, B.C., Canada V8R 6S8  
(604) 380-1312

## The Protector



**GOING CRUISING?** Did you know that you may not keep guns on your boat? (All firearms must be surrendered the day you enter port and are not returned until the day you depart.) You need the Machete Stopper. Stainless Steel weapon UNIT for any 25mm flaregun. Looks just like a 25mm Parachute Flare but designed for a .410. Protect yourself for only \$99. (Beautifully designed.)

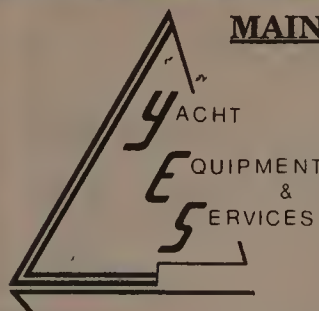
A.B. Starz, 13953 Panay Way,  
Marina del Rey, CA 90292

## YACHT EQUIPMENT & SERVICE

### MAINTENANCE AND REPAIR SAIL AND POWER

Rigging, Mechanical,  
Electrical, Brightwork, Paint,  
Anti-Fouling, Aluminum,  
Stainless Steel, Canvas, Sail,  
Fiberglass & Gel Coat

**ALL WORK GUARANTEED  
ESTIMATES GIVEN**



**NO JOB TOO BIG OR TOO SMALL**

**SAUSALITO (415) 331-5528**



# STRIDA

**Inventory Liquidation  
only... \$199.00**

Strida is an all new, high tech, belt driven, folding bike with a difference. It looks good, rides well and is virtually maintenance free.

Materials are carefully selected to be rust proof and maintenance free. The three main tubes are aluminum. Tires, drive belt, and saddle are rubber. Cranks are steel. Sprocket is zinc. Everything else is reinforced nylon.

Folding is fast and simple...less than 10 seconds.

For an easy handling, fun bike, that won't rust away in your locker, look for Strida at your local dealer. Go for a test ride, see for yourself the folding bike with a difference, Strida.

**Call or write for  
more information:**

**AVON**   
**SEAGULL  
MARINE**

1851 McGaw Avenue  
Irvine, CA 92714  
(714) 250-0880  
(800) 432-7275

# Vallejo

PLUG INTO OUR NEW ELECTRICITY!



**Groups ☐ Clubs ☐ Organizations**

**IT'S TIME TO BOOK YOUR RESERVATIONS!**

- Guest Dock
- Fuel Dock
- Chandlery
- Visit MarineWorld/Africa USA

- Two Restaurants  
Breakfast, Lunch, Dinner & Dancing
- Clean Restrooms, Hot Showers

✓ **A Great Place To Meet For All Occasions!**



**MUNICIPAL MARINA  
(707) 648-4370**

**7 HARBOR WAY • VALLEJO, CA 94590**



# LOOSE LIPS

There is no second.

Sad to say, but the creative stunt pulled off in February by the local Express 27 fleet didn't win the \$10,000 prize from radio station KFOG. The nine-boats abreast spelling out the station number and call letters on their spinnakers certainly had our vote, especially in the degree of difficulty category — it ain't easy keeping nine race boats even with each other! Anyway, fleet rep Leon Daniel says as far as impressions (the contest was for the best promotion), the E-27s had three times as much coverage as everybody else. But in the end, the guy with a big neon sign he parked on Waldo Grade won.

The Express fleet planned to spend the prize money on the molds for the 27, which has been out of production for a few years. That's still in the master plan; it'll just take a bit longer now. In the meantime, it's business and racing as usual — except to take KFOG off the radio memory button.

Have sign, will travel.

Tom Leweck, one of the most sought-after navigators on the West Coast grand prix circuit, hangs a sign above his "office", i.e. the chart table, on the boats he sails on. As you can see from the accompanying photograph, it's not exactly a welcoming mat. But is



the warning effective in discouraging Magellan wanna-be's from messing with the navigator's domain? "It works great," laughs Leweck, "for about 15 minutes."

## New Boat Owners.

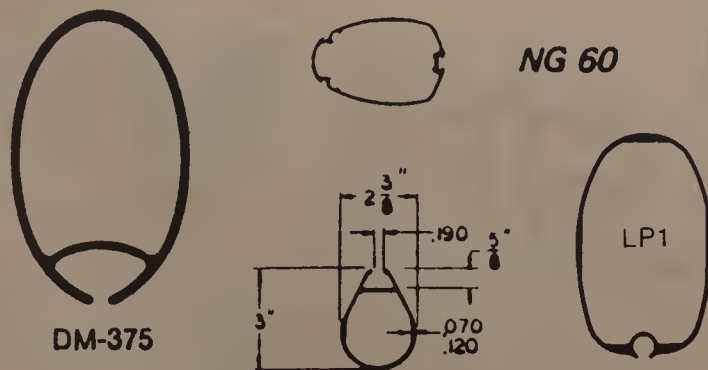
We'd like to note a couple of new boats and their owners this month. First are Bill and Pennie Needham, who recently purchased the first Crealock 37 built at Pacific Seacraft's new Fullerton plant. Former Cal 2-27 owners (of *Pearl*), they plan local cruises initially, with an eye toward one day sailing out the Gate. The boat was purchased through Bill Gorman's Alameda brokerage.

The second boat is a Sabre 34 bought at Charles Thomson Yachts by Gwen and BJ Bramlett of Foster City. Gwen and BJ learned to sail at Olympic Circle Sailing Club, which is where 5150 (hospital jargon for "out of control") will charter when the Bramletts aren't enjoying her.

Do you have a new boat and great plans? If so, let us know. We'd like to make "New Boats of the Month" a regular feature of *Latitude 38*. If your broker doesn't have an information form, just jot down your name, the type of boat and a few particulars such as type of sailing you like to do, where the boat will be slipped, etc., and send it to "New Boats," *Latitude 38*, P.O. Box 1678, Sausalito, CA 94966.

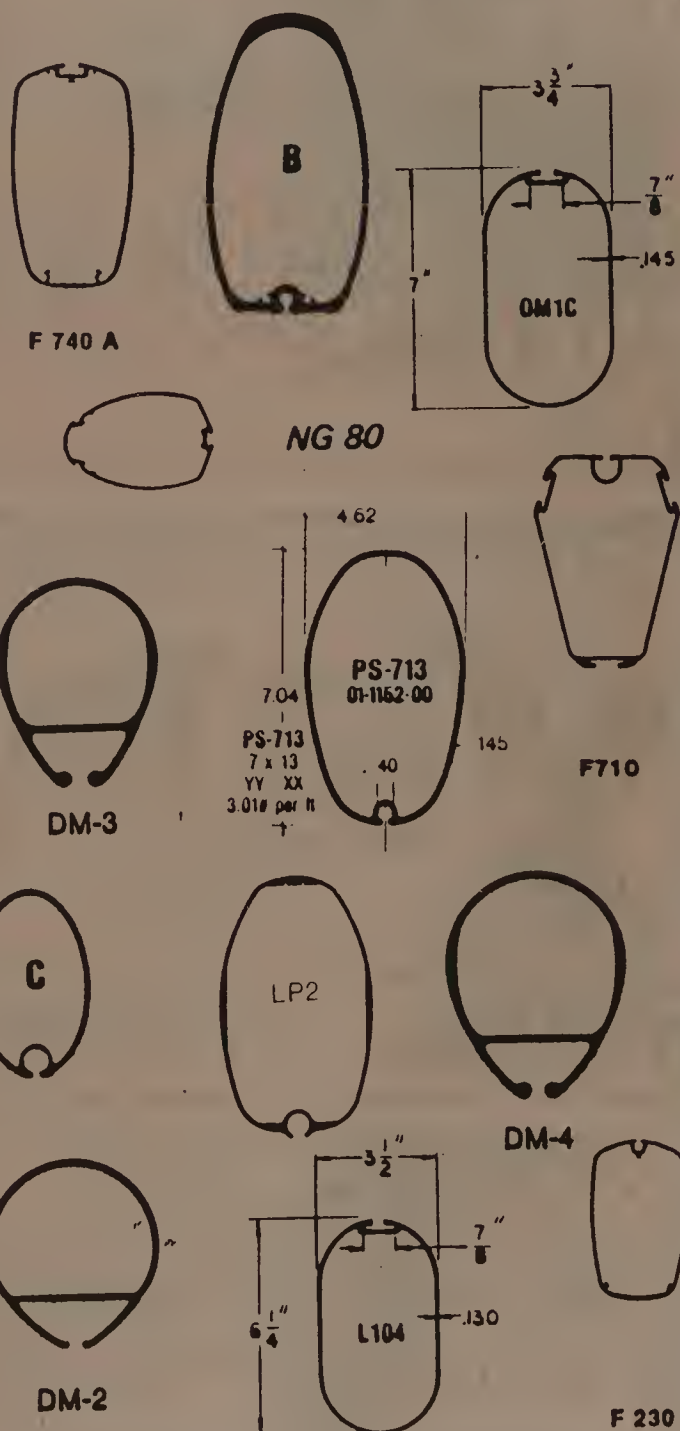
## Sailmaker shuffle, part XIV.

We're happy to announce that the Sausalito UK loft is back in business. Tim Parsons picked up the franchise after the loft's slow-



## Bay Riggers, Inc.

*We build spars*



(415) 332-5757

2346 Marinship Way, Sausalito, CA 94965





**TERCAL**

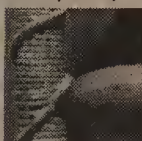


## UNIQUE, ELEGANT TEAK DECKED HANS CHRISTIAN 45



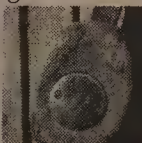
A remarkable vessel for bluewater sailing and liveaboard comfort.

You could be sailing a yacht that everybody covets—The Tercal.



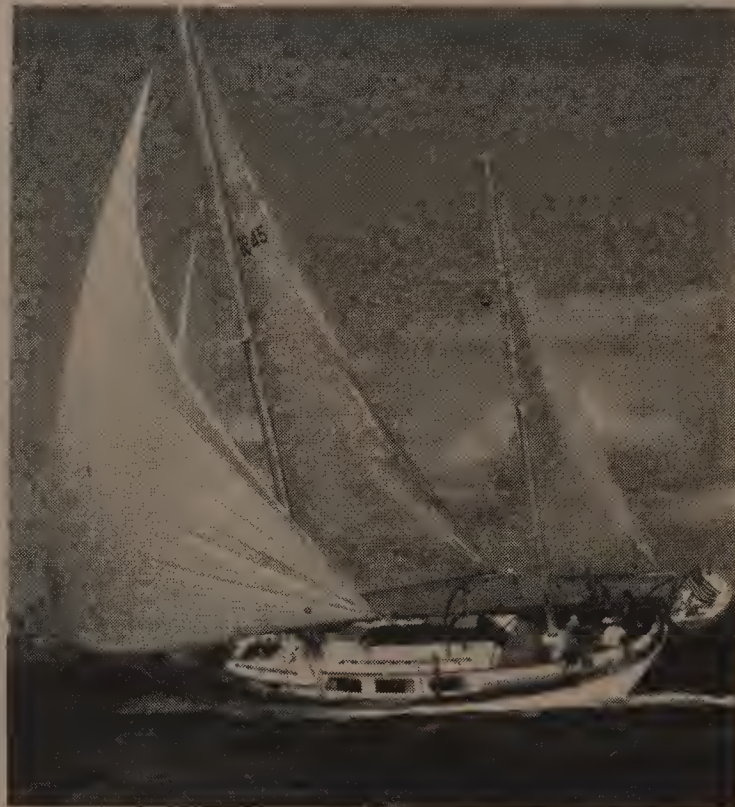
Two bright and airy staterooms complete a full suite of living quarters that are efficient and

beautifully appointed. Hand crafted wood details add the rich luster of yesteryear. Enjoy this gracious living during your cruising



adventures on inland waters or the high seas. Fully commissioned, ready to sail, \$150,000.

CALL: (206) 697-3078,  
for details and specifications.  
April Roberts, Tom Tlam -  
2318 - 2nd Ave, Seattle, WA. 98121

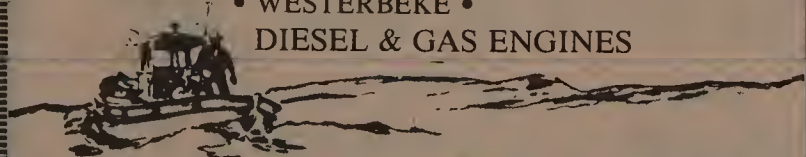


## GOLDEN STATE DIESEL MARINE

PARTS AND SERVICE

- PATHFINDER • YANMAR • VOLVO •
- WESTERBEKE •

DIESEL & GAS ENGINES



351 Embarcadero  
Oakland, CA 94606

(415) 465-1093



## Custom Fabrication in Stainless and Aluminum

- Dock space at our doorstep
- We sell raw materials
- Automated plasma cutting
- Polishing
- Electro-polishing
- Heli-arc welding
- Machining
- Pipe bending
- Metal shearing
- Radar Mounts
- Davits
- Bow Rollers
- Exhaust Systems

"Marine metal work — it's not part of  
our business — it's our *only* business."

**METAL  
MAGIC**

333 Kennedy Street  
Oakland, CA 94606

(415) 436-5134

## INSURANCE RATES TOO HIGH!!

Our best ever BOATOWNER's insurance covers your boat, motor, AND your accessories! AND, you may qualify for our many discounts!

DON GOGNA JIM SKIPPER DAN FRANKLIN

(415) 866-7001

**Allstate**

Allstate Insurance Company

## R E P A I R S R E P A I R S R E P A I R S HAYNES SAILS



A full service sail loft  
70-U Woodland Avenue  
San Rafael CA 94901  
(415) 459-2666





# Benicia Marina



## Gateway to the Delta



★ Guest Berths  
Available  
Reservations  
Recommended

★ Permanent  
Slips  
Are Available  
(Current  
Occupancy  
at 99%)

266 East "B" Street

**(707) 745-2628**

Benicia, CA 94510

## LIFERAFT SERVICE

**NOW IS THE TIME**

A reliable liferaft service takes time — avoid the racing season rush, bring yours in now



**ALLWEST**

**MARINE SAFETY, INC.**

2533 PERALTA ST., OAKLAND, CA 94607

**(415) 268-9300**

INVENTORY  
CLEARANCE  
ON RAFTS -  
4 LEFT AT  
LOW  
CLEARANCE  
PRICES!

## FIBERGLASS SPECIALIST

SAN RAFAEL, CA

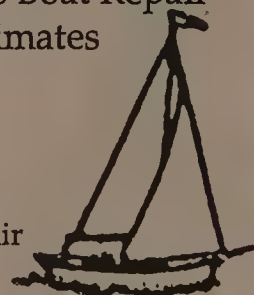
**(415) 456-4740**

Fiberglass Boat Repair  
FREE Estimates



Builders: Outback Boats  
Yacht Tenders  
Fly Fishing Prams  
Dinghies  
Marine Insurance Repair

*Still the Best Since 1970*



BILGES &  
ENGINE ROOMS

STEAM CLEANING &  
PRESSURE WASH

## BILGE BUSTERS

FOR TRULY CLEAN BILGES

SLIP SIDE  
SERVICE

(415)  
**331-3170**

LANCE  
SCHOENBERGER

## BOAT CUSHIONS CUSTOM DOWNWIND CANVAS

JANE SILVIA  
**(415) 332-9593**

FREE  
ESTIMATES



71 LIBERTYSHIP WAY

PO BOX 931

SAUSALITO CA 94966

NEXT TO  
SCHOONMAKER POINT MARINA





# Standard Communications

at

## West Marine Products

*A new standard of quality in communications has been set with the introduction of the Infinity VHF and LH-10 Loudhailer.*

*See them today at your nearest West Marine Products store!*

**SALE  
\$279**

*Sophisticated communication throughout your boat and beyond!*

### LH-10 LOUDHAILER/INTERCOM

- Automatic foghorn, electronic bell, 30 watt PA capability
- 4 station intercom capability
- Amplified listen back for picking up distant sounds
- Matches Infinity VHF

Model 372300



**New!**



*Designed to be the best VHF you can buy!*

### HORIZON INFINITY

- Milspec #810D water resistant case
- GASFET receiver
- All US and Intl. channels
- Hailer and intercom capability built in
- 3 memory channels plus instant Ch 16 access

Model 372264

**SALE  
\$579**



**Only  
\$389**

*6 watts of power in a super quality handheld!*

### HX220S HANDPHONE 6

- 55 US & Intl. channels
- Backlit LCD readout
- Programmable memory w/autoscan

Model 274738



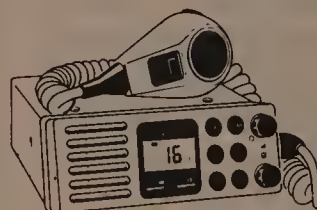
**Only  
\$369**

*GASFET technology for unmatched reception clarity!*

### HORIZON TITAN +

- 55 US & Intl. channels, 10 weather channels
- 25/1 watt power selection
- Excellent weather resistance
- "Priority scan" automatically switches to a set priority channel for traffic

Model 316950



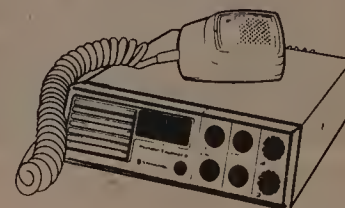
**Only \$309**

*An exceptional all-channel radio value!*

### GALAXY VHF

- Very compact
- All US & Intl. channels
- LCD display
- 25/1 watt power selection

Model 316868



**Only  
\$189**

*A great basic all-weather radio*

### HORIZON EXPLORER II

- 25/1 watt power selection
- 55 US and Intl. channels, 6 weather
- Weathertight gasketing on front panel

Model 274787

**SALE PRICES  
THRU 4/30/89**

## West Marine Products

*Quality Boating Gear and Apparel at Discount Prices*

**Seattle**  
(206)282-2021  
**Seattle**  
(206)789-4640  
**Portland**  
(503)289-9822

**Stockton**  
(209)464-2922  
**Oakland**  
(415)532-5230  
**S. San Francisco**  
(415)873-4044

**Sausalito**  
(415)332-0202  
**Santa Cruz**  
(408)476-1800  
**Palo Alto**  
(415)494-6660

**Marina Del Rey**  
(213)823-5357  
**Long Beach**  
(213)598-9408  
**Newport Beach**  
(714)645-1711

**San Pedro**  
(213)833-0717  
**Dana Point**  
(714)493-4455  
**San Diego**  
(619)224-8222

**15 STORES TO SERVE YOU!** Open 7 days a week. Mon. - Sat. 9 to 6, Thurs. 'til 8, Sun. 9 to 5.  
TOLL FREE PHONE ORDERING - California - 800-283-6070 - Outside Cal. - 800-538-0775 Visa & Mastercard gladly accepted.



# LOOSE LIPS

down last year, and has brought it back up to speed with many of the same crew. If you're interested in any facet of sailmaking from dinghies to IOR battlegons to cruising sails — and repair, of course — they're worth a look. Tim's phone number is 331-9254.

## Boat name of the month.

Our favorite boat names are usually the ones hastily silver-taped to the transom on the morning of the race, such as this one spotted on a J/24 at the St. Francis YC Spring Keel Regatta in early March. Long live the First Amendment!



Incidentally, we hear through the grapevine that Salman Rushdie is spending his time in hiding productively. He's almost finished with his next book, *Fatso: The Story of Buddha*.

## Nautical headline of the month,

Comes from the March 28 issue of the highly respected *Weekly World News*:

"New Shocker In The Devil's Triangle!

**MAN BURIED AT SEA IN 1926 FOUND ALIVE!**

A 54-year-old yachtsman who died of cancer and was buried at sea in The Devil's Triangle on March 24, 1926 was pulled from the ocean two weeks ago by fishermen who spotted his white canvas body bag bobbing in the waves. "Where am I?" he asked stunned rescuers."

Mind you, this was just the front page headline; 'the rest of the story', as it were, was tucked away inside the magazine. We got so distracted by the other headlines — "Skinny Hubby Is Trapped Under 360-lb Wife's Corpse For 3 Days"; "Mom Blows Tot's Head Off For Munching Cookie Too Loud"; "Miracle Nun Floats In The Air And Heals The Sick!"; "Half-girl Wears Shoes On Her Hands And Wants To Be A Doctor" — that we forgot to buy the mag and read the details of the 117-year old yachtie's rescue. Damn!

You're never too old. . .

Remember Josh Taylor? We ran a story on the crusty sailor who began building his own boat at age 67. Not only did he complete the 36-ft *Comitan*, he spent the next 11 years cruising it, mostly singlehanded, around the world. Anyway, we are happy to note in the latest *Slocum Society Newsletter* that Josh was awarded the Society's Voss Medal for circumnavigating with more than one person. Congratulations, Josh.

And while we're on the subject...

Talk about drive. In the same issue of the *Slocum Society Newsletter* was a short blurb about David Sinnett-Jones, an Englishman who also recently completed a circumnavigation in his *Spray* replica. (Slocum Society members all sail replicas of Josh Slocum's famous boat.) When he started the project, Sinnett-Jones was 57,

# EMS

**THE EQUIPMENT  
PEOPLE**  
Celebrating Our  
12th Year

**SEE US AT THE  
MARINA VILLAGE  
SPRING BOAT SHOW, ALAMEDA,  
BOOTH #87, APRIL 15th - 23rd**

## A Powerful Combination

**Trace  
ENGINEERING**

**BALMAR  
PRODUCTS INC.**

**AMPLE  
POWER  
COMPANY**

**NOW THE  
NORTHERN CALIFORNIA DISTRIBUTORS FOR**



**R/O WATERMAKERS**

With a full line of both AC and Engine driven units

# espar

## Forced Air Diesel Heater

Six thermostatically controlled central heating models available. ESPAR heaters provide the ultimate in comfort and efficiency.



## TECHNAUTICS REFRIGERATION

Technautics sets the standard for simplicity and reliability. Choose from engine-driven, A.C. or D.C. holding plate systems. Easy to install and service. *The cruiser's choice!*

## **Cruisair**® AIR CONDITIONING

The leader in reverse cycle air conditioning equipment. We are the Bay Area experts for Cruisair System design, installation and service.

**EMS MARINE  
EDINGER MARINE SERVICE**

**399 HARBOR DRIVE  
SAUSALITO, CA 94965  
(415) 332-3780**





# The one Antifouling that isn't anti-speeding

We don't call VC 17m Speedskin for nothing.

Because it's based on Teflon, there's a whole lot less to slow you down in the water.

Barnacles and marine growth can't easily get a grip on its silky-smooth, slippery surface.

This surface is eight times thinner than conventional antifoulings. So there aren't the tiny bumps on the hull, and the turbulence around them, which come from using thicker paints.

Added to which, Teflon has the lowest static friction of any material known to man (equivalent to that of wet ice on wet ice).

The VC 17m finish is so smooth you never need to sand it. Just wash down and apply a fresh coat. The paint goes on quickly and dries quickly. That means you can launch (or re-launch) immediately, or whenever you like.

The Teflon difference, it turns out, makes a big difference.



The Teflon® Antifouling People

VC 17m. VC-Tar. VC-Watertite. VC-General Thinner. VC-Max.  
VC-Non Friction.

EXTENSOR, 2270 MORRIS AVENUE, UNION, NJ 07083

\* Teflon is Du Pont's reg. trade mark

© Extensor A8, 1989

## WHALE POINT MARINE SUPPLY CO

**NEW!**

JOIN OUR

**NEW!**

**CAPTAIN'S CLUB FOR  
AN ADDITIONAL 10% OFF OUR  
REGULAR DISCOUNT PRICES!!**

**ONLY \$5.00 PER YEAR INCLUDING OUR 240 PAGE CATALOG!**

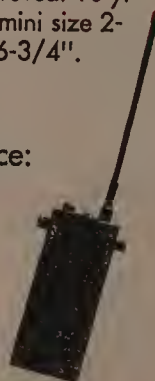
### ACR EPIRB

Type B FFC approved. 10 yr lithium battery, mini size 2-3/4"x1-1/2"x6-3/4".

List: \$315.00

Our Reg. Price:  
\$243.00

**Capt's  
Sale Price:  
\$219.00**



### STAR BRITE

Hull Cleaner Polish

List: \$8.95 \$7.95

**Our Price: \$5.95\* \$4.95**

\*Including \$1.00  
Manufacturer's Rebate



### 300 GPH BILGE PUMP



List: \$16.45

Our Price: \$9.95

**Capt's Club: \$8.95**

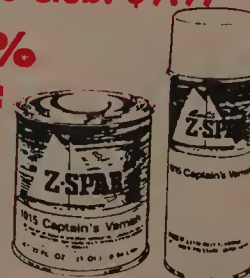
### Z-SPAR Captain's Varnish

List: \$18.10

Our Price: \$12.86

**Capt's Club: \$9.97**

**40%  
OFF**



### PORTA POTTI

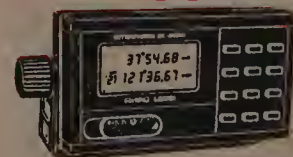


List: \$117.82

Our Price: \$74.95

**Capt's Club:  
\$67.46**

### INTERPHASE DC-2000



Loran C 99 waypoints!

List Price: \$740.00

Our Price: \$469.00

**Capt's Club: \$419.00**

## WHALE POINT MARINE SUPPLY CO



RICHMOND

110 WEST CUTTING BOULEVARD  
HIGHWAY 580 (FORMERLY HIGHWAY 17)

(415) 233-1988

OPEN 9-6. WEDNESDAY TIL 8, SUNDAY 10-4



# LOOSE LIPS

and had lost one lung and part of his heart to cancer, and one eye in a car accident!

The truth unfolds.

"I had no difficulty noting your article on the foldup boat in your December Sightings," writes Gary Curtis of Long Beach. "I too have been working with such a method with one very big difference. After thinking I had invented something new, I found out that Mr. Claes Lundstrom of Stockholm, Sweden, beat me and Brent Swain to the patent office both in Britain and the U.S.

"I negotiated a license agreement with Mr. Lundstrom where I am protected by his patent, paying him royalties for the privilege. I have since invested much time and effort into developing a computer-generated design system to produce my designs and construction patterns for a family of sailboats I call Noble Yachts (my middle name). At this time our 45-ft hull number 1 is nearing completion, while hull number 2 is lying flat on the ground ready to fold up.

"We are striving to quickly build quality steel hulls based on well thought-out designs for a modest cost. We design to the ABS Rule for Offshore Racing Yachts and can qualify for USCG certification if desired. With the computer-generated pattern, we can shape each hull to a new configuration, or for a given set of targets, such as disp./length, SA/displ, etc."

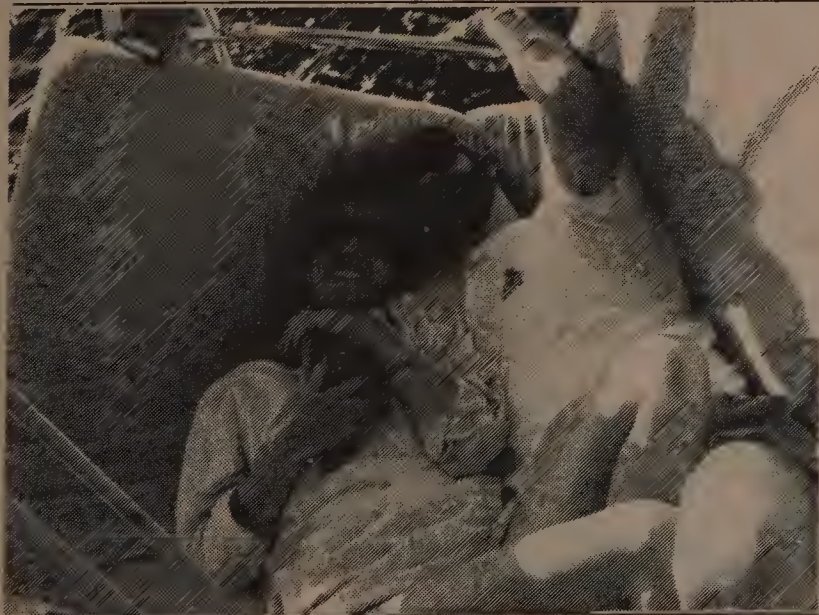
Anyone interested in this known — but certainly not unique — boatbuilding method should check out our operation here in Southern California."

— gary n. curtis  
Noble Yachts

Pier 2, Berth 54  
Long Beach, CA 90802

Just married — and just moved.

After a pre-nuptial honeymoon sail to St. Martin and St. Barts, Chris Harlocker and the former Susan Redmond (seen snuggling during the passage from Tintamare and Ile Fourche) made it



official during a lovely ceremony on the island of St. John. According to several Northern California eye-witnesses who flew down for the ceremony, the after-the-parents-left part of the reception stretched the outer limits of wild and crazy fun.

Chris, a longtime Sausalito boatowner and employee of Edinger Marine, and Susan have relocated in the Virgin Islands. They follow in the path of former Sausalito resident/boat woodworker, Robert Wellesly, who along with his wife and child moved to St. Thomas last summer.



NAUTOR'S  
**SWAN**

**George Steinemann — Broker**

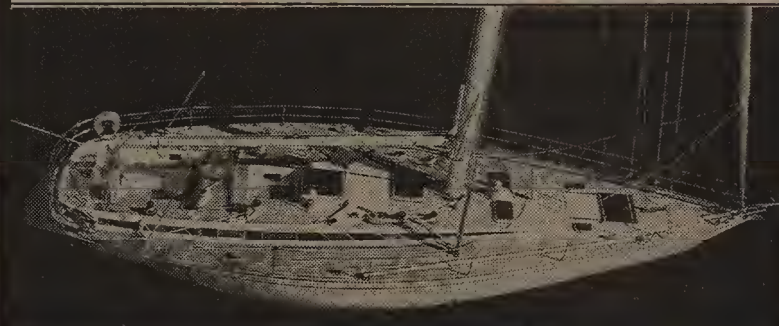
2507 West Coast Highway, #203, Newport Beach, CA 92663

**(714) 645-4600** FAX (714) 645-7216

**(415) 332-0291** — Sausalito, CA



**EXCLUSIVE DEALERS FOR NAUTOR'S SWAN**



**SWAN 53**



**SWAN 46**



**SWAN 36**

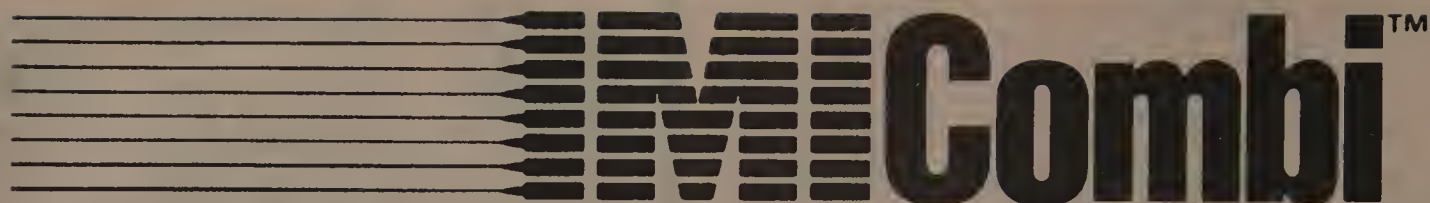
The above New Swans are available for your inspection at the **NEWPORT BEACH BOAT SHOW, APRIL 12-16. Call for particulars.**

**SWAN 42 "Sea Star"** ('82). In absolutely stunning condition, this Holland design has extensive B&G instruments, Loran, (2) VHF's, SatNav, autopilot, engine driven and 110V refrigeration. Separate racing and cruising sail inventories, latter includes four Kevlar/Mylar 1986-1988. Located Southern California . . . **\$240,000.**

**SWAN 46 "Troubadour"** ('83). This Frers design won the St. Francis Swan Invitational with three bullets. Sails include new (9/88) North Kevlar main, med #1, and #3, plus 12 others, most in excellent condition. Electronics include B&G 190, SSB, SatNav, FAX, much more. See at Newport Boat Show, April 6-9. **\$375,000.**

Illustrations shown may in some cases be sisterships. Particulars believed to be correct but not guaranteed. Subject to price change prior to sale, or withdrawal without notice.



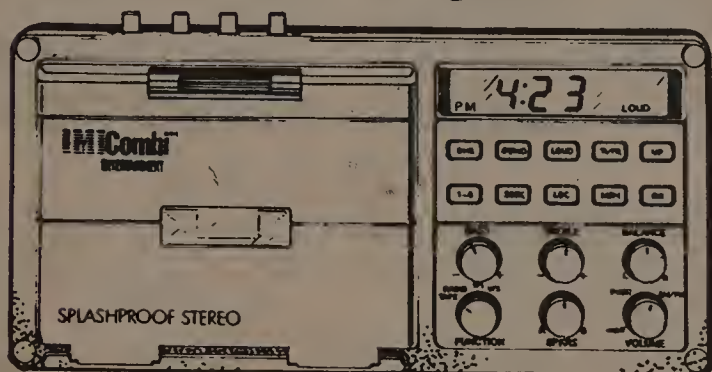


at

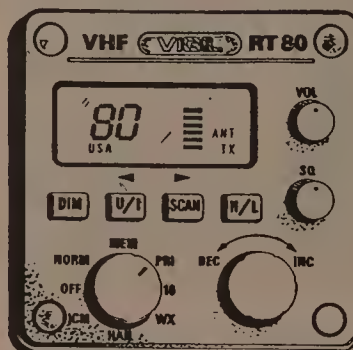
## West Marine Products

### New Splashproof VHF and Stereo by IMI COMBI.

The superior gasketing allows open cockpit mounting and the all new styling will add a high-tech look to any nav station instrument array.



**Sale 209.00**



**Only 495.00**



#### SPLASHPROOF STEREO

From the superior rubber gasketing to the unique sealed cassette door it's obvious this stereo is ready to take the elements. Designed for easy surface mounting above or below decks so you can put it where it's easy to get to. Features include: 12 station presets, Auto scan, 12 watts/channel and separate bass/treble/loudness/fader controls. Speakers sold separately.

Model 376236 43/8"H x 9"W x 23/4"D

**Sale 104.95**



#### IMI COMBI WATERPROOF SPEAKERS

They're designed for use with the Splashproof stereo above but they'll work great with any stereo. They feature a 5.25" woofer and a 2" tweeter and will handle 50 watts. Can be surface or flush mounted. One pair.

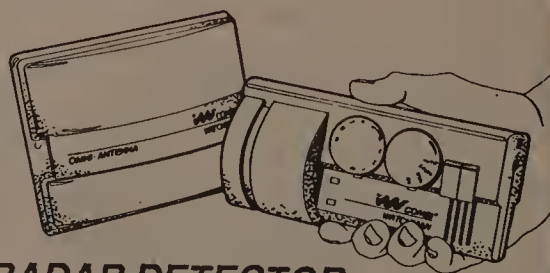
Model 378034

#### RT-80 WATERPROOF VHF

The GASFET technology receiver produces the clearest reception you can get. Features such as a built-in antenna monitor, a booming 4" speaker and hailer/intercom capability make this all-channel VHF one of the most impressive radios available today.

Model 376186 43/8"H x 43/8"W x 43/4" D

**Only 299.00**



#### IMI COMBI

#### WATCHMAN RADAR DETECTOR

Keeps you aware of possible dangers by letting you know when your boat is being tracked by radar (ships radars are always on at sea but not always monitored). Simple to set up and use.

Model 193193

SALE GOOD THRU 4/30/89

## West Marine Products

Quality Boating Gear and Apparel at Discount Prices

Seattle  
(206)282-2021  
Seattle  
(206)789-4640  
Portland  
(503)289-9822

Stockton  
(209)464-2922  
Oakland  
(415)532-5230  
S. San Francisco  
(415)873-4044

Sausalito  
(415)332-0202  
Santa Cruz  
(408)476-1800  
Palo Alto  
(415)494-6660

Marina Del Rey  
(213)823-5357  
Long Beach  
(213)598-9408  
Newport Beach  
(714)645-1711

San Pedro  
(213)833-0717  
Dana Point  
(714)493-4455  
San Diego  
(619)224-8222

**15 STORES TO SERVE YOU!** Open 7 days a week. Mon. Sat. 9 to 6, Thurs. 'til 8, Sun. 9 to 5.  
TOLL FREE PHONE ORDERING - California - 800-283-6070 - Outside Cal. - 800-538-0775 Visa & Mastercard gladly accepted.



# LOOSE LIPS

Childhood's end.

In late March, *Thursday's Child*, the high-tech 60-footer that broke the clipper ship record from New York to San Francisco in February, was loaded on a trailer for return to her homeport, Florida. In one of those happenings that makes us realize just how iso-



lated the sailing world is from much of the general public, Perry and Deborah James of Boat Transit, Inc., had no idea what *Thursday's Child* had accomplished. To them, all it represented was a week's run South. Keep the shiny side up, good buddies!

But can she varnish worth a damn?

The following caption appeared in the Pet of the Month section of the April *Penthouse*: "For Simone, the most perfect evening imaginable would take place on a sailboat. 'My lover and I would dine on chilled champagne and fresh seafood, then make love on the deck. There's nothing like having the ocean mist to cool your body during the heat of passion.'"

Incidentally, the only way we know this is that someone told us. Our wife won't let *Penthouse* in our house even though all we'd buy it for is the great articles.

A nautical fiasco we're woefully sorry we missed.

Swans — the kind with wings as opposed to the kind with keels — look graceful and sweet. The truth is, they can be vicious. Three Bend, Oregonians bent on a little 'good samaritanism' last month can attest to that.

Here's what happened: A little boy was fishing in the downtown lake that's formed by the slowing of the Deschutes River when a female swan came up and took his bait. What happened to the bait is not clear, but it became obvious to three nearby Parks and Recreation officials that the female swan was choking on the hook.

The three potential heroes jumped into a canoe and took off in the direction of the ailing swan, hoping they'd be able to remove the hook. What they didn't count on were the protective instincts of a female swan's sweetheart. Unlike many humans, swans mate for life.

The male swan approached the canoe and then started attacking the man in the bow. The swan might as well have been an Exocet missile, for 15 seconds later the men were all splashing around in the icy water. Dumping the men wasn't good enough for the swan; he kept pecking at the men all the way to shore.

It had to be one of the great sight gags of all time.

We can all enjoy the comical aspects of it because nobody was seriously hurt. The men managed to escape without serious injury, the little boy went home, and the female swan had the hook removed and was released.

## THE YACHT POLICY

To be sure you are getting the lowest cost, maximum coverage and fastest service

CALL the agency run by local knowledgeable, active and friendly sailors

**(415) 331-5770**

FAX 415-331-3237

Commerical and Personal Coverage

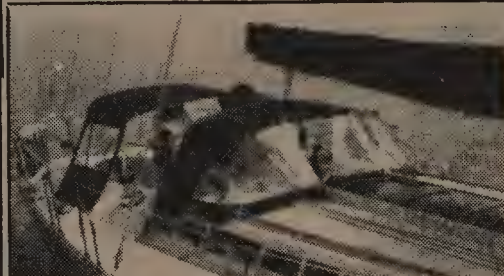
Power and Sail

John Sweeny

**COLOMB INSURANCE SERVICES**

One Harbor Drive, Suite 104

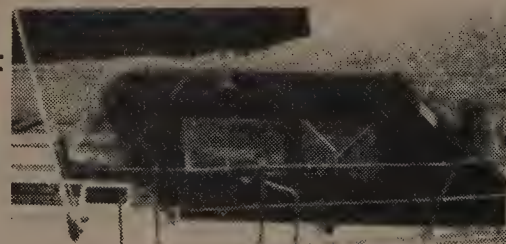
Sausalito, CA 94965



**For  
Canvas  
With  
Imagination**

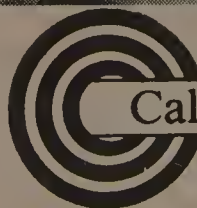
**Any combination:**

Dodger  
Bimini  
Enclosure



**Custom  
Designs For  
Your Needs**

**(415) 233-7683**



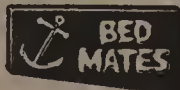
**California Custom Canvas**

1228 Brickyard Cove Road  
Point Richmond, CA 94801  
At Brickyard Cove Marina



## Custom Bedding and Accessories

Tired of half-on, half-off uncomfortable sheets? We customize any material, Percale Blends, 100% cotton, flannel, in solid colors, patterns (stripes, flowers); you specify your choice to fit your bunk exclusively, with elastic. All Blankets, Quilts, and Pillow Shams are tailored to fit *your* bunks also. Write or phone for a *free* brochure and price list.



P.O. Box 20  
East Granby, CT 06026  
(203) 688-0468

## YOUR CRUISING HEADQUARTERS!!



### BAJA FUEL FILTER

17 1/4" length, 4 1/2" dia

**\$54.95**

**STOP THE PROBLEM  
BEFORE IT GETS INTO  
YOUR TANK!!**

### Pacific Marine Supply

2804 Canon Street (619) 223-7194  
San Diego, CA 92106 FAX (619) 223-9054

**WE SHIP WORLDWIDE!**



## REPLACEMENT FOAM

### For Berths and Cushions

- Free Custom Cutting (Includes Bevels)
- Free Stuffing
- Several Foam Densities and Firmness In Stock
- Rapid Turnaround Time

Call With Dimensions For Free Estimates:

**(415) 526-2645**

1411 San Pablo Avenue, Berkeley, CA 94702

*Custom Sewing Available*



**FAMOUS  
FOAM  
FACTORY**



Leading Manufacturer of  
Marine Flotation Since 1958.

**PolyPontoon™**

**HISTORY:** Over 15 yrs of use in more than 100 marinas.

**SIZE:** Over 25 different standard sizes plus custom sizes

**COST:** Lowest priced, foam-filled polyethylene pontoon.

**AVAILABILITY:** From Alaska to Yap, San Diego to Maine

The PolyPontoon is an unsinkable combination of polyethylene covering over a polystyrene foam block. The PolyPontoon is not affected by gasoline, oil, all petroleum solvents, as well as marine borers and pests.

**POLYPONTOONS • POLYSTYRENE FOAM • DESIGN SERVICE**

**Pelofoam Inc. (415) 233-5929**

1732 Wright Avenue, P.O. Box 36, Richmond, CA 94807

## KARL'S MARINE MACHINE

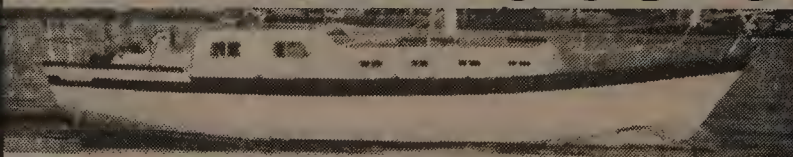
*The North Bay's Most Complete  
And Experienced Engine Repair Facility*

- Engine Rebuilding
- Cylinder Head Repair & Exchange
- Engine Maintenance & Service
- Slip Calls

230 West Cutting Boulevard, Richmond

**(415) 237-0080**

## STEEL for SAFER CRUISING



**FOLKES 39 CUTTER**, 35hp Yanmar, aft double berth, Awlgrip, windlass, ST winches, stove, refrigeration, DS . . . **\$89,900**

**FOLKES 39, WET KIT**, in stock now, Yanmar, insulated, ballast, Awlgrip, hydraulic steering, lots more! . . . **\$39,900.**

**Other new and used steel yachts.**

**BELLHAVEN  
MARINE INC.**

#9 Squalicum Mall  
Bellingham, WA 98225  
**(206) 733-6636**

## WEST COAST Inflatables



**WE CUSTOMIZE INFLATABLE BOATS**

MERCURY • EVINRUDE • NISSAN

**SALES AND SERVICE**

1780 H OLD BAYSHORE HWY  
SAN JOSE, CA 95112

**(408) 436-0318**

4227 B LOZANO LANE  
SUISUN, CA 94585

**(707) 429-3995**

**AVON**

**Achilles**

**YUKON**

## PBJ DORY CO.

Sailing Dinghies

Row Boats

8 and 10-ft Dover Dory

PBJ 13

Swampscotts

Peapods

Norska



Please call or write for further information.

Dealer Inquiries Invited

335 Quintana Rd., Morro Bay, CA 93442

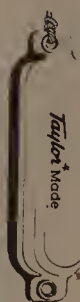
**(805) 528-0339**



# Opening Day SPECIALS

Prices Good  
Through  
April 30, 1989

**West Marine Products**  
Is Proud to be an Official Sponsor  
of  
**The Ensenada Race**  
World's LARGEST Ocean Race  
Newport to Ensenada  
April 28, 1989  
FREE \$10.00 West Marine  
Gift Certificate  
in your Race Package!  
Pick up your entry form at any  
West Marine Products location  
**Enter Today!**



**40%  
OFF LIST**  
Normal discount 25%

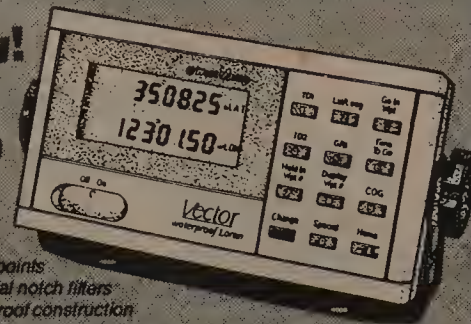
## TAYLOR FENDERS

Size	Model	Sale
3 1/2" x 13"	132506	4.49
4 1/2" x 16"	132514	5.95
5 1/2" x 20"	132522	7.75
6 1/2" x 23"	132530	12.95
8 1/2" x 27"	132548	22.75

## West Marine VECTOR LORAN

The Vector offers totally automatic operation with an easily under-standable, long-life silicon rubber keypad. When you compare the Vector to other Lorans you'll find it has all the features and quality of much more expensive units at a much lower price.

**New!**  
**379<sup>00</sup>**



- 99 waypoints
  - 5 internal notch filters
  - Waterproof construction
  - COG & SOG (course & speed over ground)
  - Range, bearing and ETA to waypoints (true or mag)
  - Auto ASF correction
  - Measures 7" W x 4" H x 2 1/4" D
  - Includes coupler (order antenna and antenna mount separately)
- Model #3175279



(Not all sizes displayed in all stores)

**ALL  
System  
LEWMAR  
HATCHES &  
PORTS  
35%  
OFF LIST!**

Includes Special Orders  
Normal discounts 15-20%

**New!**



**Sale 209<sup>00</sup>**



## STEREO/ CASSETTE

- Superior gasketing makes it really waterproof
- Auto-scan digital tuning
- 6 AM/6 FM presets
- 12 watts per channel

Model #376236

## WATERPROOF SPEAKERS

The perfect match for  
your new Combi stereo!  
Model #378034



**Sale  
104<sup>95</sup>/pr.**



## SCHAEFER BOOM VANG

Model #166678

**Sale  
129<sup>00</sup>**

## WINDEX

**Sale  
24<sup>95</sup>**

10" WINDEX  
Model #150458

We recommend  
C units because  
they're more  
versatile.



**ALL  
HARKEN  
JIB FURLING  
SYSTEMS  
10%  
OFF LIST  
PLUS  
FREE  
INSTALLATION!**

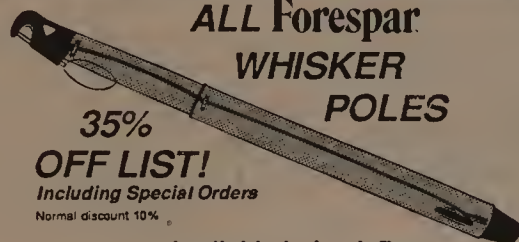
(see store manager for details)

## ALL Forespar WHISKER POLES

**35%  
OFF LIST!**

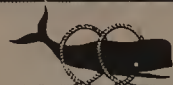
Including Special Orders  
Normal discount 10%

Available in Lock Button,  
Twist Lock or Line Control types!  
Not all sizes stocked in all stores.



**TYPE II LIFEVEST**  
Model #112458

**Sale  
5<sup>95</sup>**



## NEW ENGLAND ROPES

**45%  
OFF LIST!**  
Normal discount 28%

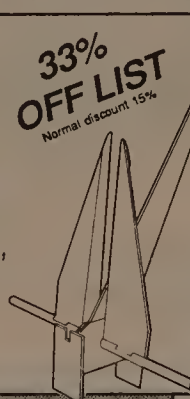
Upgrade your ground tackle with the best!



## PRE-SPliced 3-STRAND WHITE NYLON ANCHOR LINES

Dia./ Length	Model	Sale	Dia./ Length	Model	Sale
3/8" x 100'	121392	21.95	1/2" x 250'	121394	81.65
3/8" x 150'	121400	29.95	5/8" x 200'	121425	106.45
3/8" x 200'	121418	39.95	5/8" x 250'	121434	129.45
3/8" x 250'	208314	48.60	5/8" x 300'	284026	153.30
1/2" x 150'	121368	51.49	3/4" x 250'	230045	177.50
1/2" x 200'	121376	66.75			

**33%  
OFF LIST**  
Normal discount 15%



## DANFORTH DEEPSET ANCHORS

For	Wt.	Boats	Model	Sale
D-375	3	16'	241786	19.95
D-750	8	25'	241704	29.95
D-1150	10	32'	241802	41.50
D-1650	15	40'	241810	56.95
D-2000	18	44'	241828	65.95

West Marine is proud to be  
a sponsor of the  
1989 Oakland to Catalina race!

Pick-up your entry form now for this  
popular summer sleigh-ride down the coast.  
Entry forms at all West Marine stores.

**Satisfaction  
Guaranteed!**

# West Marine Products

Quality Boating Gear and Apparel at Discount Prices

Seattle (206)282-2021	Stockton (209)464-2922	Sausalito (415)332-0202	Marina Del Rey (213)8235357	San Pedro (213)833-0717
Seattle (206)789-4640	Oakland (415)532-5230	Santa Cruz (408)476-1800	Long Beach (213)598-9408	Dana Point (714)493-4455
Portland (503)289-9822	S.San Francisco (415)873-4044	Palo Alto (415)494-6660	Newport Beach (714)645-1711	San Diego (619)224-8222

**15 STORES TO SERVE YOU!** Open 7 days a week. Mon. - Sat. 9 to 6, Thurs. 'til 8, Sun. 9 to 5.

TOLL FREE PHONE ORDERING - California - 800-283-6070 - Outside Cal. - 800-538-0775 Visa & Mastercard gladly accepted.



# SIGHTINGS

## guardian angel on san pablo bay

On what was probably the coldest day in February, I took my 26-foot sloop sailing on San Pablo Bay. There wasn't much wind to begin with; later there was none. But it was still very cold.

Finally I got so cold that I decided to motor home. I started the engine, got the boat going about four knots, and went forward to secure the jib. On the way back to the cockpit, I slipped. The next thing I knew I was in the water.

I came to the surface, amazed to find where I was — and to see my boat motoring away without me. I then realized the water was *damn* cold, and that there were no boats in sight — except mine headed in the wrong direction. I had no life preserver and after two or three minutes, the cold water was really starting to get to me.

It was very hard for me to believe I was really in the water and that I was probably going to die in the calm waters of San Pablo Bay. With no help in sight, there was nothing for me to do but tread water until hypothermia got me; then that would be it.

I wondered what my father, a sea captain, would say. Then many memories of my life quickly passed through my mind. I wasn't so much afraid as continually amazed to be in the spot I was in.

Then I noticed my little sloop seemed to have turned — and was headed back in my general direction. After a few more minutes, it was headed directly toward me! I tried to swim toward the boat, but the effects of the cold made it very difficult for me to move. But my boat kept coming at me — in fact, it was about to run me down.

I grabbed the bow but fell off. Then I grabbed a stanchion, but couldn't hang on. Finally I grabbed the last stanchion and worked my way to the stern where I was able to haul myself back aboard.

Once out of the water, I was surprised at how warm I felt. But it didn't last long. I went below to dry off, but discovered I had no dry clothes or even a blanket. I turned on the propane stove and tried to warm up, but that didn't work. Finally I motored home wrapped up in a jib.

Once home, I stood in the hot shower until the warm water ran out. I was thankful, for I'd almost become a stiff never to warm up again.

I learned a couple of big lessons from the experience: Never go out alone without tying yourself to the boat; and, always have dry clothes and a blanket aboard. After all, next time my Guardian Angel might fly the coop.

— c.w. starrett

## update on blisters — new hope for the daily grind

Sad but true — continuing research confirms that there are now three inevitable things: death, taxes and blisters on fiberglass boats. However, there is good news: The fixes available today will likely last the life of the boat (or darn near) and new boats being built are — with certain criteria met — more blister free than ever before.

That's part of what we learned recently by spending the morning talking with Fred Weiss, paint foreman a well-known local boatyard. Fred has become a recognized authority in the area of blister repair. He's often called upon these days to speak at industry functions such as last fall's meeting of boatbuilders, surveyors, boatyard operators and materials manufacturers in Long Beach. A big edge Fred has over other experts we've talked to is that he can explain this complex subject in terms chemistry illiterates like us can understand. Here's the latest on what's happening.

First of all, to understand basically how blistering, or more accurately, water damage, works, you need only be aware of three simple concepts. The first is that polyester resin, the stuff they use to lay up fiberglass boats, never cures completely. Which means that the uncatalyzed components remain "live," for lack of a better word. In fact, the hull of any polyester-based boat is filled with these "free radicals," kind of like Berkeley in the late '60s. These things actually move through the matrix of resin and glass, migrating along the paths of least resistance. Some leach right out of the boat through the gelcoat. Others find voids — air bubbles — in the layup to hang out and cause trouble.

cont'd on next sightings page

## new kid

Ever wondered how a bunch of sailors can run a yacht club without having so much as a clubhouse? For the South Beach YC, which celebrates its first year of existence this month, it was "no problemo" — just meet in the union hall across the street until the clubhouse gets built.

They've accomplished quite a bit in the old hall these last 12 months: 115 members, PICYA (Pacific Inter-Club Yacht Association) membership and status as a YRA (Yacht Racing Association) host club, for example. But why stop there? In addition to hosting YRA's ODCA weekend on the Berkeley Circle this June 17, SBYC al-



C.W. Starrett, glad to be warm and alive after an unexpected dip in San Pablo Bay.



## on the block

ready has plans afoot for a season-ending bash modeled after the famous and popular season opener Vallejo bash.

"We've coordinated with the Benicia YC to have this coincide with their Labor Day Jazz Festival," says SBYC's Keith Moore. "Boats will race up only (there is no race back), and will be allowed to stay for the whole three-day weekend free of charge."

SBYC, whose clubhouse will eventually be located in the new South Beach Harbor at Pier 40, also caters to their more cruise-oriented members. In fact, since their inception they've had a cruise a month to

cont'd center of next sightings page

## blisters — cont'd

Concept two is that the gelcoat, the "outer skin" of a production fiberglass boat, is not much of a barrier for molecules on the move, be they free radicals on the inside headed out, or water molecules on the outside wanting in. When a boat is out of the water, the free radicals can migrate out freely, kind of like the human ones did to Canada during the Vietnam war. When the boat's in the water, though, the glass matrix becomes the lower-pressure destination of the water molecules.

Concept 3: Because 1/3 of the material in polyester resin is water soluble, it will start to break down — dissolve, if you will — when exposed to water. This process is known as "hydrolysis." True, it often happens very slowly, over a matter of years, but once the matrix is weakened by this process, it will never be as strong again, even when dried out. Blisters, caused by the bad chemistry of water with free radicals, are simply a symptom of hydrolysis.

Curiously — and important to realize — not all boats suffering from hydroly-

cont'd on next sightings page

## flash! flash! flash!

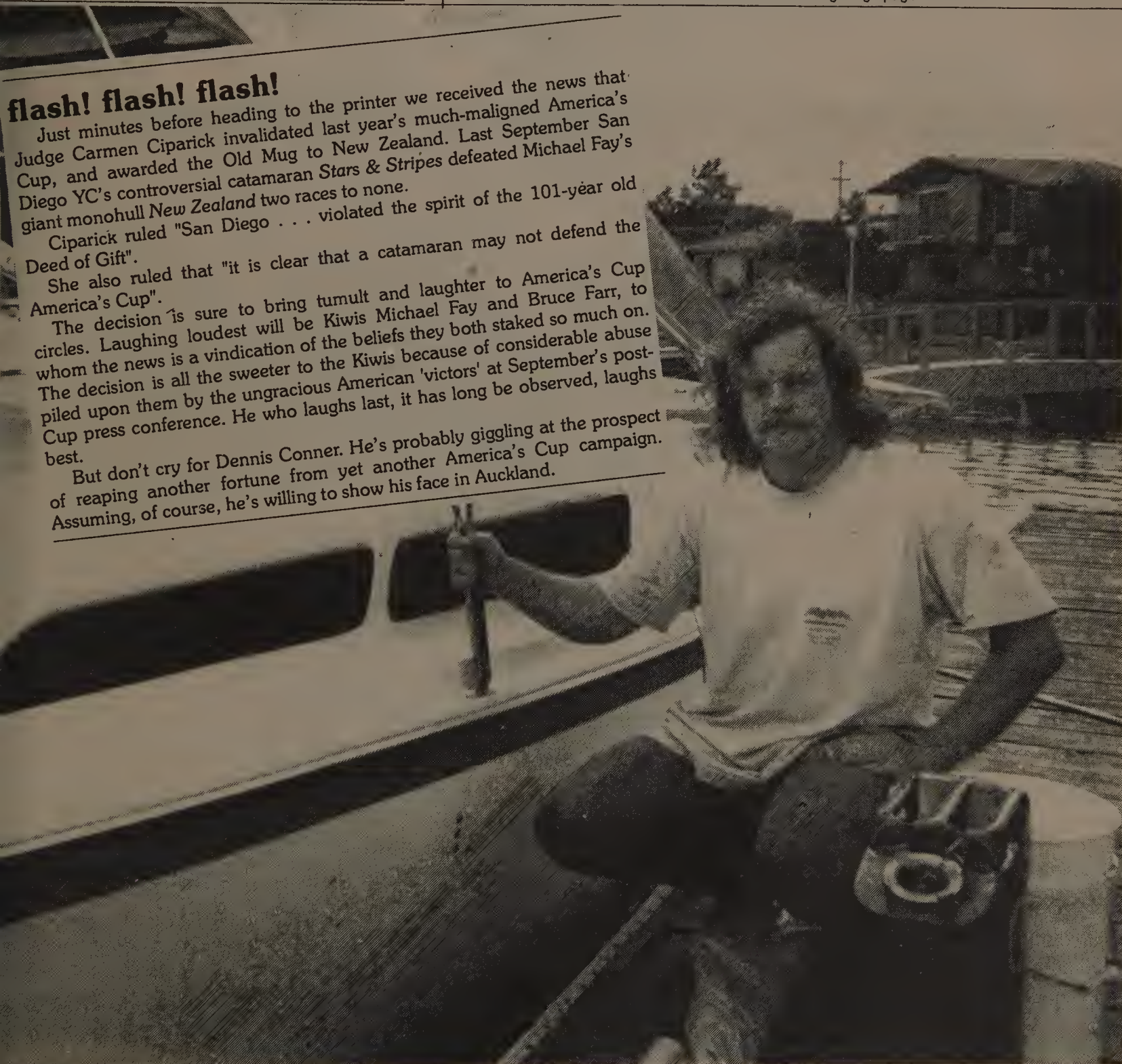
Just minutes before heading to the printer we received the news that Judge Carmen Ciparick invalidated last year's much-maligned America's Cup, and awarded the Old Mug to New Zealand. Last September San Diego YC's controversial catamaran Stars & Stripes defeated Michael Fay's giant monohull New Zealand two races to none.

Ciparick ruled "San Diego . . . violated the spirit of the 101-year old Deed of Gift".

She also ruled that "it is clear that a catamaran may not defend the America's Cup".

The decision is sure to bring tumult and laughter to America's Cup circles. Laughing loudest will be Kiwis Michael Fay and Bruce Farr, to whom the news is a vindication of the beliefs they both staked so much on. The decision is all the sweeter to the Kiwis because of considerable abuse piled upon them by the ungracious American 'victors' at September's post-Cup press conference. He who laughs last, it has long be observed, laughs best.

But don't cry for Dennis Conner. He's probably giggling at the prospect of reaping another fortune from yet another America's Cup campaign. Assuming, of course, he's willing to show his face in Auckland.



LATITUDE/MITCH



# SIGHTINGS

## blisters — cont'd

sis damage show blisters. At the Long Beach show last fall, Fred heard the story of a 10-year-old Swan 43 that had been given a clean bill of health by a surveyor for a trans-Atlantic trip. Three months later, the boat took off for Europe. Halfway there, the hull started flexing and deforming up to 2 feet! The crew took it easy, and made their landfall, but nobody could believe how soft the hull had become. It was apparently no problem to push the near 1-inch-thick hull in 6 inches with a 2X4. What happened was that hydrolysis had destroyed the interlaminar shear — the bond between the layers of glass. The boat was delaminating, yet it didn't show a single blister.

Even curiouser, two boats made one right after the other in the same yard can show dramatic differences in their propensity or resistance to blistering. That's because it's been found that literally every part of the boatbuilding process, down to and including the manufacturing of the resin and glass, contrib-

cont'd on next sightings page

## new kid

such "exotic" destinations as Half Moon Bay and Vallejo, or just "backyard" cruises to Coyote Point or Angel Island.

Another noteworthy example of their unconventional thinking applies to membership. For a limited time, individual memberships are \$200 and \$25 a month. Nothing remarkable there, except for the bargain price. However, for \$300 and \$40 a month, you can choose either a "Family" or "Partnership" plan. The Family plan is for two adults and kids. The Partnership plan is for two adults in any one house-



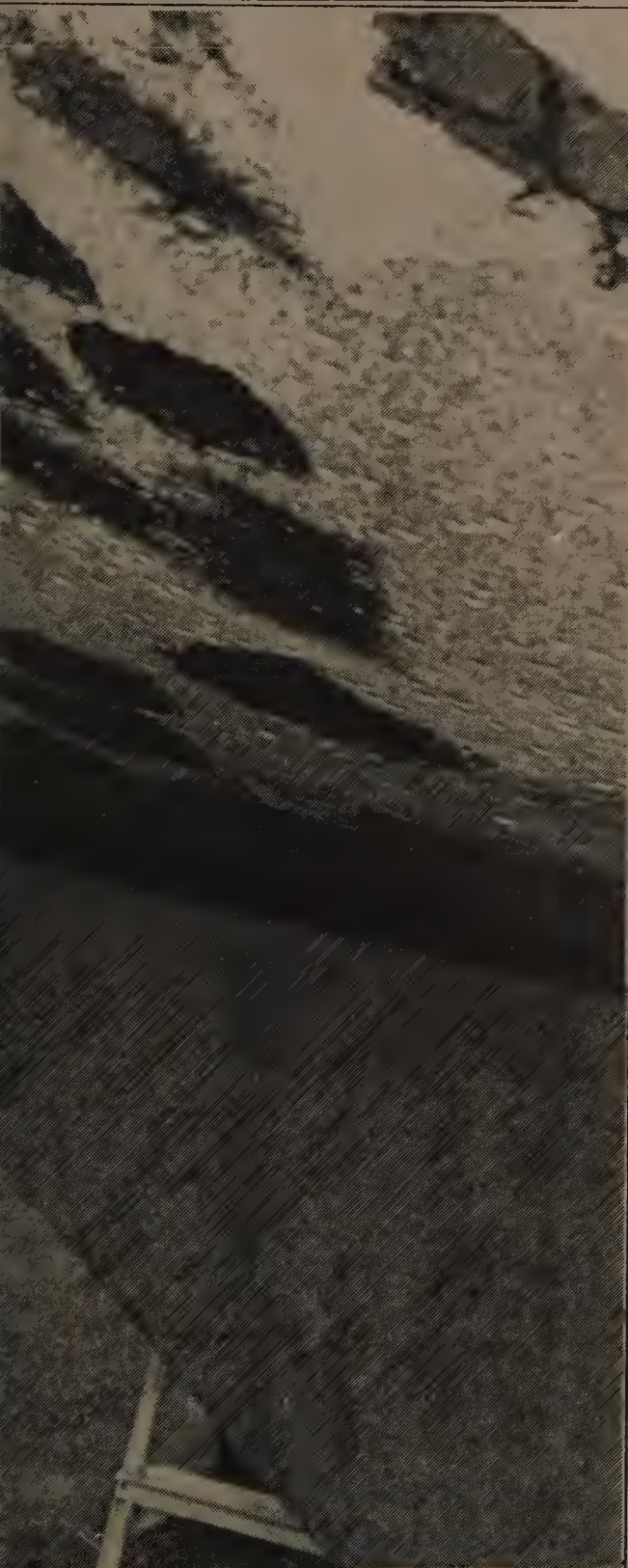


## — cont'd

hold or two partners in one boat. The thinking behind both is to include wives or "significant others" as members of the club rather than guests. Great idea. (For more on membership, call Keith at 421-2910 (w) or 223-1116 (h), or Commodore Sue Angus at 624-2364.)

We intended to run a photo of SBYC's new clubhouse with this brief discourse, but delays have set the groundbreaking back until April 1. Until then, they'll just keep meeting in the old ILWU building.

Happy birthday, SBYC.



LATITUDE/JR

## blisters — cont'd

utes to a completed boat's "blisterability:" the type and brand of resin, its compatibility with the type and brand of fiberglass, the humidity of the air, the time lag between one layup and the next, how well each layer of glass is wetted out,



LATITUDE/JR

Left, Fred Weiss tests moisture content of a blistered hull. Above, bubbles in the layup are prime areas for blisters to form.

how much the crew sweats (!) into the layup — *everything*. For example, a resin-rich layup completed Friday will have less tendency to blister than a half-completed hull left over the weekend, especially if it rains outside and there's a lot of humidity in the air.

Even if both boats do turn out exactly equal at the factory, environmental factors can also make one more prone to blister. For instance, the warmer the water, the faster blisters will form. A boat slipped in 74-degree water in Florida would be prone to getting blisters twice as quickly as a sistership slipped in 55-degree San Francisco Bay.

Which brings to mind older boats. Blistering is not new — it's actually been studied since the early 50s — but some older boats seem never to blister, or at least have minimal cases of "boat pox" that haven't worsened noticeably for the last decade. The reason is that, back in the days before anybody knew how strong fiberglass was, boats were overbuilt by several times and the layups were resin-rich. ("Resin rich" simply implies better wetting out of the glass and fewer air bubbles.) Hydrolysis damage from a hull built to 300 or 400 percent of normal isn't noticeable for a long time. On the other hand, more modern boats, with their better engineering and materials, can be just as strong yet many times lighter. But when hydrolysis starts its dirty work, it starts subtracting from closer to 100 percent strength.

To prevent hydrolysis from occurring, you have to keep water out of the laminate. That is the goal of both boatyards and manufacturers these days. And they are very close to the ideal cure.

The key to it is vinylester resin. This is sort of a hybrid of polyester and epoxy resins that does cure completely. In doing so, it forms about as impermeable a barrier as is possible today, short of stainless steel. Both boatyards and manufacturers are adopting it as the "cure" of choice for the blister blues.

In the boatbuilding process, the vinylester resin is now going on in a thick layer between the gelcoat and the normal polyester layup. In the repair process, it goes on over the sandblasted, dried-out, filled, faired and repaired hull using veilcloth, a highly absorbant fiberglass weave that swells like a sponge when wetted out.

The chief drawback to the vinylester system is expense. On the repair end, the process is as much as twice as expensive as the more standard method of sandblasting, drying, spot repair, filling, fairing and coating with 20 mils or so of straight epoxy barrier coat. To be sure, the latter method is still the most widely used and practical one for do-it-yourselfers. It's also the method some yards guarantee for five years. (The aforementioned conditions to this guarantee are that the yard do the work, and that it be allowed to monitor the hull every few months.) However, though it's too soon to tell for sure about the vinylester

cont'd on next sightings page



# SIGHTINGS

## blisters — cont'd

method, Weiss says it could well protect up to three times as long. Obviously, the decision over which method is best has a lot to do with the monetary and sentimental value of the boat in question.

The future holds great promise for, if not the elimination, then certainly the postponement of blistering for as long as most of us are going to own a particular boat. As anti-blister technology continues to progress, we wouldn't be surprised to see "bumper to bumper" lifetime warranties against it in new boats in the years to come. For now, it's just nice to know that, if you're willing to foot the bill, your boat can now be protected "once and for all" for as long as you're likely to own it.

## overhead sander's racing outfit

Any kind of overhead sanding is a pain. Most of us mortals can only do  
cont'd on next sightings page

## armchair

If your interest in the ships of yesteryear often leaves you wishing you were born about 100 years ago, take heart. For one thing, if you could go back, the floggings, the crappy food and the ball-busting work — not to mention the danger — of running such a ship would wish your butt right back where you are. And besides, you can vicariously relive those days on April 22 at Fort Mason. At 8 p.m. at the J. Porter Shaw Library in Building E, Marine historian and National Park Service Ranger Ted Miles will show and describe his slide collection of some 60 surviving square riggers





## iron men

from around the world.

Seventeen of the ships in his photo collection are here in the United States, including San Diego's *Star of India*, the oldest merchant ship still afloat, and Philadelphia's *Moshulu*, the largest. Another highlight, this one from across the pond, is the famous tea clipper *Cutty Sark*, now in permanent drydock in Greenwich, England.

The presentation is open to the public. Admission is \$3 (\$2 for members of the J. Porter Shaw Library). For more information, contact David Hull at 556-9870.

The last sail of winter for *Mystic*, a home-built Endurance 36 steel cutter. Spring began, thank goodness, early on March 20.



LATITUDE/RICHARD

## sander's outfit — cont'd

it in short spurts, even if it's only as physical as holding an electric sander up to the bottom. Guys who do it all the time get big, macho shoulders. The rest of us get stiff necks. The worst part, though, is all that fiberglass, bottom paint and other crud that falls in your face. It's not only irritating, it can be detrimental to the health.

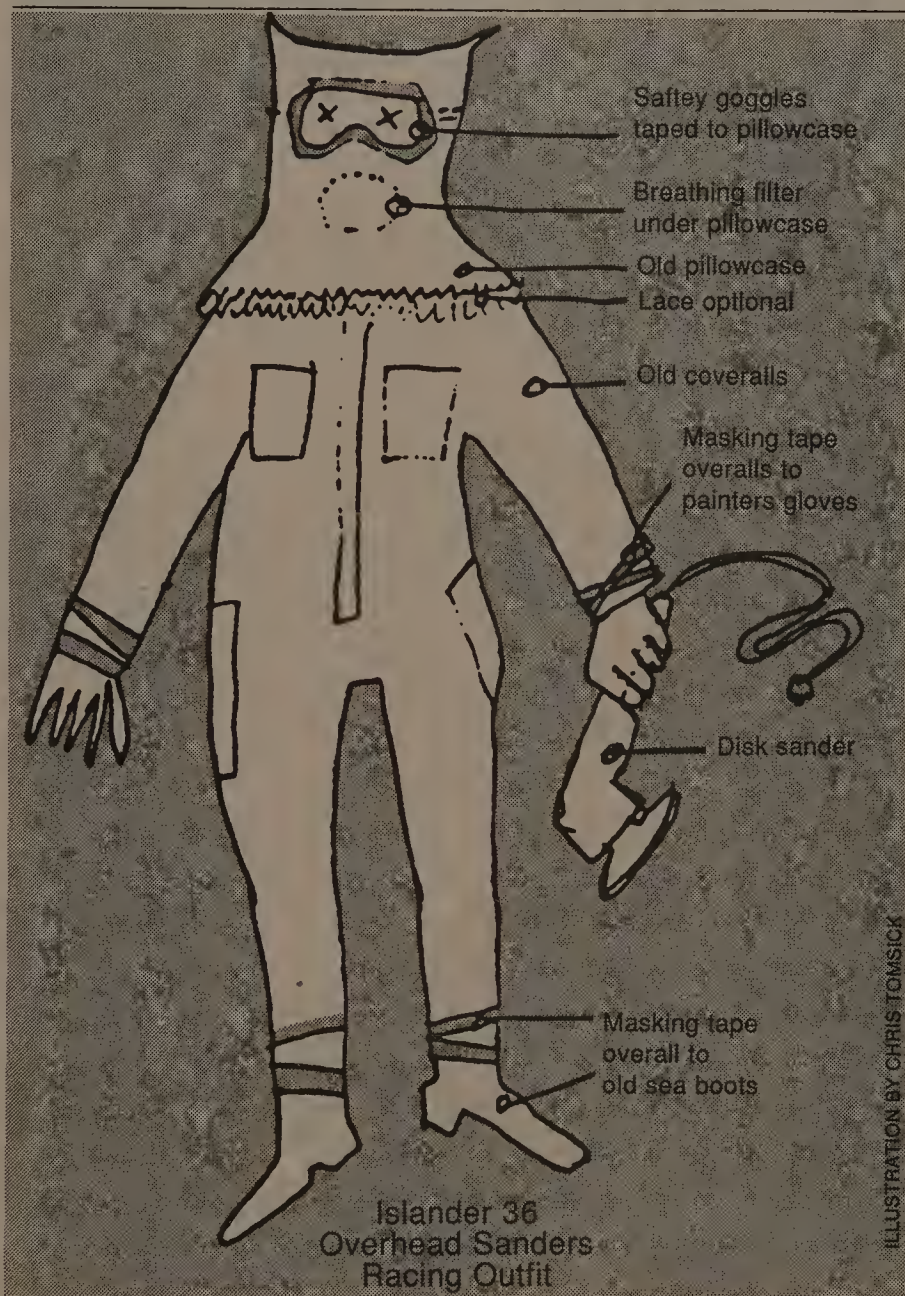


ILLUSTRATION BY CHRIS TOMSICK

To keep it out of your nose — very important — it pays to buy a good ventilator with big filters. To keep your eyes operable, safety goggles are mandatory. Overalls do a pretty good job of keeping the rest off the rest of you, except for your head. We've tried painter's caps, watch caps, cowboy hats. . . but when we saw Chris and Frank Tomsick's solution, we knew that was it!

In fact, they revamped the whole ensemble when they ripped out the headliner and redid the overhead in their *Islander 36 Juggernaut* awhile back. As you can see, the "Islander 36 overhead sander's racing outfit" (which to us looks like a Martian uniform from a D-grade movie, but hey, what do we know?) seals off the work from the workee as much as possible. "It works great," says Frank, who did most of the work inside *Juggernaut*.

Since it also seems like a great outfit for bottom jobs, and since many of you will be hauling soon for spring cleaning, we thought it deserved a little airtime. Imitations are encouraged.

By the way, this is the second best way to attack overhead work. The best is to hire somebody else to do it.



\*\*\*\*\*

the great EPIRB experiment

After running the story on EPIRBs (Emergency Position Indicating Radio Beacons) in our March issue, we received a number of phone calls and letters regarding a request we made for more information on possible defects. As a result of that, we hereby announce the Great EPIRB Experiment, an opportunity for Bay Area EPIRB owners to find out if their equipment is working like it should. Testing will take place on April 15/16 and 22/23 at the Latitude 38 booth at the Northern California Boat Show in Alameda's Marina Village (show hours and prices elsewhere in Sightings).

What we'll be testing for is spectrum coherency; the quality of an EPIRB's signal that allows it to be heard and picked up by the COSPAS/SARSAT satellite system. There have been, and continue to be, problems with both the 121.5 and 243 MHz bands now transmitted by all Class A and B EPIRBs. In simplest terms, if the signal is not a good, clean one — what the pros call "coherent" — there's a good chance a satellite will misidentify your position by hundreds of miles. If it's really a bad signal, the satellite might not pick it up at all!

All EPIRBs will be tested free of charge on equipment donated by Hewlett Packard of Santa Rosa. Electronics engineers Rob Hinz, of Applied Signal in Sunnyvale, and HP's Bob Matrecci (both sailors, by the way) have volunteered their weekends to conduct the tests and answer what questions they can. EPIRB owners will get a copy of test results with a short explanation of what they indicate.

Both the signal coherency and power output tests will be run under guidelines the FCC developed to test new EPIRBs. No units will be disassembled, nor will they be harmed by the testing procedure. A "shielding" box will prevent signals from escaping, causing the Coast Guard to descend en masse upon Marina Village.

Before the test, all EPIRB owners will be required to sign a form releasing Latitude 38, Hewlett Packard and the volunteers from any litigation that might arise from test results. Why? We fully expect to test even new or near-new units whose signals are non-coherent. In a similar test in Alaska on ELTs, the private aircraft equivalent to EPIRBs, nearly 50 percent of "operating" units emitted non-coherent signals. We'll keep a log of all units tested, their ages, model numbers and so on, and run the results in the next issue.

It should be interesting. We strongly encourage as many readers as possible to take part. It will not only make for a better overall picture of how locally-owned EPIRBs measure up, it could well save your life if you ever need to use one.

\*\*\*\*\*

vallejo in reverse

For almost 90 years, Bay Area racing sailors have been converging on Vallejo every spring to open their racing season. While the racing itself is usually described as "interesting," the huge raft-up and party at Vallejo has long had the reputation as one of the biggest, rowdiest good times of the year for Bay sailors. Part of the fun is filling the marina at Vallejo with two to three times its normal capacity of boats. There is every reason to believe that this year's event (May 6 and 7) will keep the tradition alive, and very likely become one of the high points of the season for the racers who participate. (Even if you're not entered in YRA this year, you can still do Vallejo for a special \$35 entry fee. Call the YRA office at 771-9500. Entries must be in by May 1.)

But as far as non-racers are concerned, the "real" Opening Day of the new yachting season happens the last Sunday in April, with the decorated boat parade and contest, the blessing of the fleet in Raccoon Strait, and a generally first-rate rowdy good time on a massive scale right here on the Bay. Only trouble is, for boats that are berthed in the far north Bay or Del-

cont'd on next sightings page

for the

Remember Polly? We ran a Sightings feature on the Bird Boat that was given a new lease on life back in August. Led by Bob Keefe, a concerned group of old boat lovers established the Polly Project and slated the old girl for a "better than new" refurbishing. As you can see, work is progressing.

The work is being done by Stone's boatyard, which is where Polly was built 60 years ago. The plan was for the boat to be rechristened in time for the May 27 Master Mariners, but the work schedule had to be pushed forward to accommodate a total rebuild.





## birds

"The survey we had done estimated 50 percent of the wood in the boat would have to be replaced," says Keefe. "But when we got into her, we found that about 10 percent of the 'good' wood should also be redone, and the rest was marginally acceptable. At that point, we had a meeting and just decided to go all the way with a total rebuild."

Well, not quite. The only two pieces of original wood that will be left alone are the keelson (the wood part of the keel) and the shelf clamp (a deck support) on the port side. The rest will be completely new: Indi-

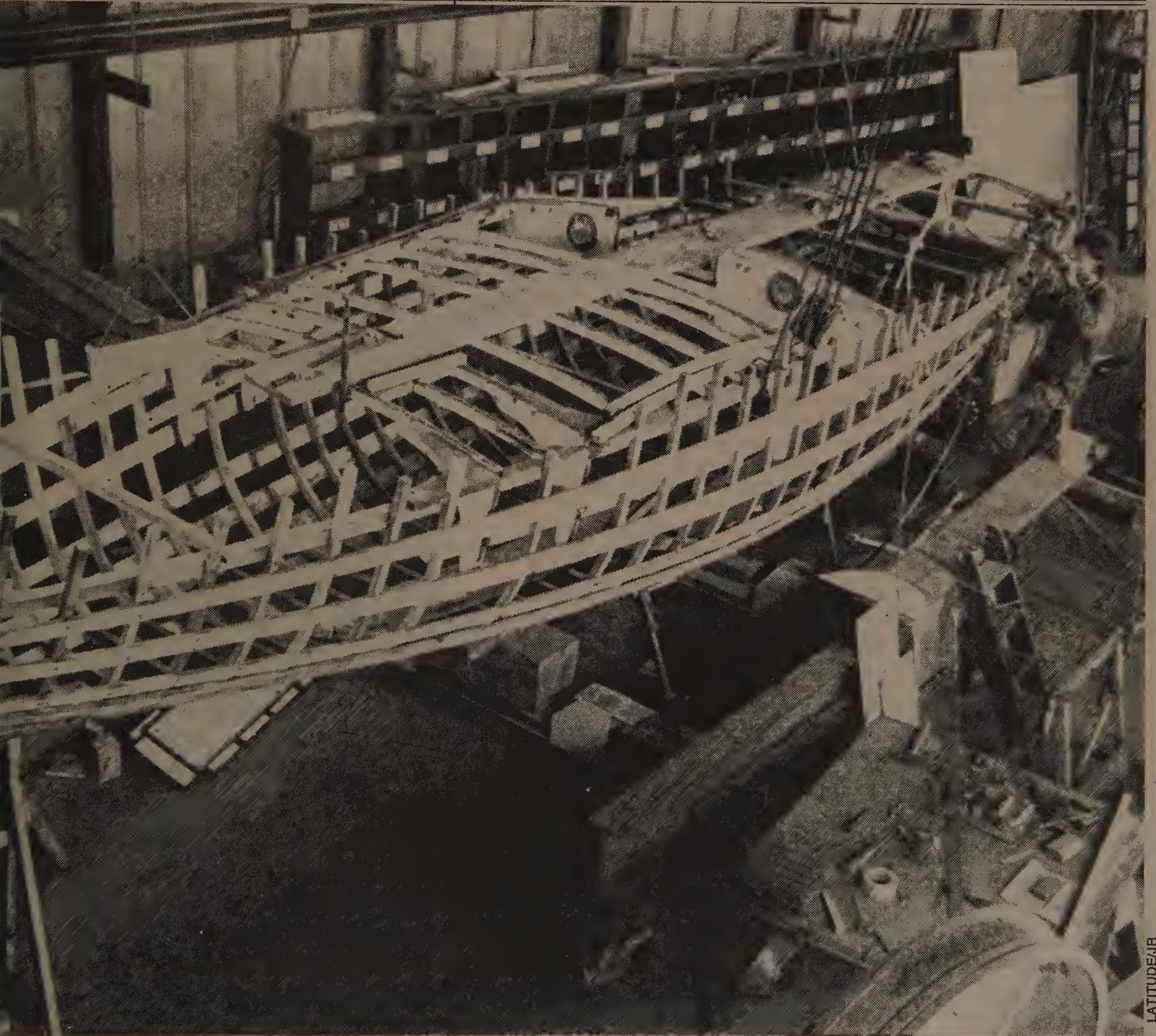
cont'd center of next sightings page

## reverse vallejo — cont'd

ta, participating in Opening Day can be a logistical nightmare.

Berkeley Yacht Club has a new event in the works that will make the trip down to the central Bay much more attractive. Forty-six North Bay and Delta yacht clubs have been invited to take advantage of the hospitality of the Berkeley YC and the Berkeley Marina for the entire weekend. Complimentary guest berths limited to 200 boats will be available on Friday, Saturday and Sunday nights — to those with reservations only — and a program of activities designed around the Opening Day events is planned. These include dinner and dancing on Saturday night, and breakfast on Sunday. So in contrast to all the racers going north for the weekend, all the cruisers are invited to come south for what may eventually evolve into a raft-up and party that rivals anything ever seen at Vallejo. Of course, 90 years is a long time to establish a tradition, and Berkeley YC obviously has some catching up to do.

cont'd on next sightings page



LATITUDE/JR



## reverse vallejo — cont'd

It's very important to let BYC know as soon as possible if you plan to bring your boat down. They will also need to know how many people are in your crew, how many dinner or breakfast reservations you need, and whether additional crew or guests will be meeting your boat at the Berkeley Marina for Opening Day on Sunday (parking, you know). The reservation that was sent to your yacht club must be mailed back to BYC (please include payment for meals, if desired) by April 15. Be careful not to mix it up with your tax return. If you're not a yacht club member, and wish to participate, you're still invited. Call Solita Sinisi at (415) 947-4947 for a reservation form.

## sail aid

Way back in November, the 12th to be exact, a small crowd of press and well-wishers gathered in Sausalito to see off the sailboats *Saturna*, a 1917 cutter owned by Tom and Mina Caulfield of Berkeley; and *Hermanos y Hermanos*, a 1980 lapstrake Spray copy owned by Dudley Lewis. The two yachts — or more accurately workboats for this voyage — were headed for Nicaragua to deliver much-needed medical supplies. A lot of their cargo was donated locally. They took on the rest during stopovers in Santa Cruz, Santa Barbara, San Pedro and San Diego.

We're happy to say that they made it to Nicaragua, despite several bouts with gear-busting weather. They also had several interesting adventures along the way, including helping Bob Carr, a veteran Spray devotee who has been sailing his engineless replica around singlehanded for the past 30 years. Bob had lost an anchor and chain in a near grounding near the San Diego harbor entrance, and the *Hermanos* crew helped him recover them. Unfortunately, all we have room for is the meat of the voyage. We pick up the story as *Hermanos* clears the rough waters of the Gulf of Tehuantepec.

We were about 19 miles off the coast of Guatemala when we first noticed a modern, high-speed government boat approaching rapidly. We hastily hoisted the American flag as they neared us. Three Guatemalan soldiers were on deck, one standing watchfully with an M16 in his hands. When they were about 10 yards away, they hailed us and motioned for us to put on our "ears." Having lost our antenna earlier in the high winds of the Gulf of Tehuantepec, we pantomimed back to them that we had no functioning radio. They followed us at close range for a few minutes then pulled away, much to our relief. They headed back toward shore until they reached the horizon, and then continued to follow us at that distance the rest of the way down the coast of Guatemala.

Having no desire for any more encounters with government gunboats, especially those belonging to El Salvador's infamous death squads, we headed out 40 miles farther into international waters.

On December 27, we sighted Isla de Cardon and the entrance to Corinto Harbor, Nicaragua, our destination. Schools of dolphins frolicked near us as we headed in, apparently welcoming us to the neighborhood. The *Saturna* came into view as we rounded the channel and feasted our eyes on the emerald jungle and colorful Toucan birds nestled in the branches. We enjoyed a brief reunion with the crew of *Saturna*, then headed over to the fuel docks for a conference with port officials.

The port authorities told us not to unload the medical supplies in Corinto as planned, but to continue on to San Juan del Sur where health department officials were awaiting our arrival. San Juan del Sur, we were told, was a beautiful fishing village and resort, with a good anchorage for yachts. In Corinto, on the other hand, there was no good place to dock or anchor. The gas dock was turning the harbor into an ecological disaster area and the local mosquitos were already zeroing in on us like miniature kamikaze pilots.

Quickly downing a round of malaria pills, which we had forgotten to take earlier, we prepared to leave port. After refueling and changing our engine oil, we asked one of the dock hands if he knew of a good place to dispose of our used oil. "No problema!" he replied and, taking the pan of

## birds —

ana bending oak for the frames and deck supports; full-length Douglas Fir for the planking.

While wood illiterates like us see a bare skeleton here, an experienced woodworker would notice that work is actually pretty far along. The boat has new floors, keel cap, stem and most frames in place. The new transom is next. There's been a slight delay in finding Douglas Fir of suitable quality and length for full-length planks, but as soon as that arrives, planking should begin in earnest about the first of this month.

At this point in time, Polly's coming out party and rechristening is scheduled for July 4. In the meantime, Bob reports that checks keep arriving every couple weeks or so, but that the \$30,000 kitty needed for



We are the world: Sail Aid.





## cont'd

the restoration is still only about half full. (Curiously, he says most of the calls the last month or so have come from people who've got wind of the project and want to know how to start a nonprofit restoration group of their own.)

The Polly Project also needs authentic blocks and fittings. "I know someone out there has a bunch of 1929 vintage rigging gear that's been hanging in their basement forever; stuff that was taken off an old boat when it was modernized," says Bob. "That somebody could do Polly a great, great service by donating it to the project."

For more on the project, or donations to it, contact Bob at 332-7955. The new address is Polly Project, 400 Harbor Drive, Ste. B, Sausalito, CA 94966.

## sail aid — cont'd

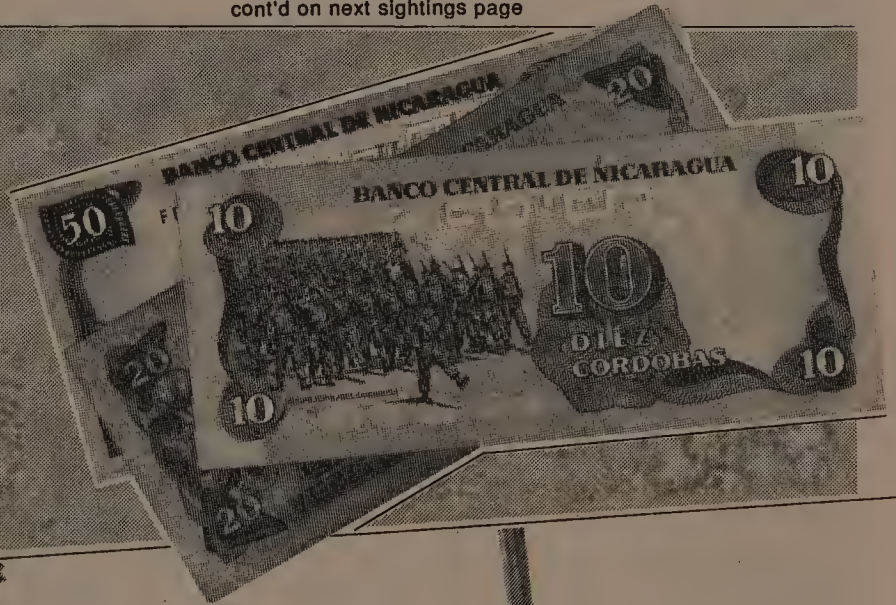
oil, poured it into the harbor waters while we stood there flabbergasted.

We left Corinto before nightfall. After running for another 20 hours, we arrived in San Juan del Sur, 100 miles to the south. It was indeed a lovely port and we anchored happily amidst the local fleet of fishing boats. The boats in the harbor were closely watched by government soldiers and we were unable to leave our boats unattended or unlocked without fear of theft or vandalism. A steady offshore breeze of 15 knots, perfect for wind-surfing, kept the boat cool and free of bugs.

Ashore, we found many *bar y restaurantes* that served up generous portions of lobster, shrimp, rice and salad for \$3. A beer or soda was an extra 20 cents and the water was safe to drink. The local hotels seemed to offer a step back in time, too, with clean oceanfront rooms running \$3 a night.

It was with great relief and a sense of completion that we helped the port officials unload the medical supplies, which were then transported to hospitals and clinics throughout the country. At a press conference held later in Managua, we announced that we were honored to be the first U.S. vessels to be officially admitted to a Nicaraguan port since the start of the U.S. embargo in 1984. The vice minister of health, Dr. Pablo Coca Ruiz,

cont'd on next sightings page



PHOTOS COURTESY ANN COLEMAN





## sail aid — cont'd

was on hand to welcome us and extend his thanks on behalf of the people of Nicaragua. He also expressed the hope that our trip would inspire others to make similar efforts.

— dudley lewis

## speed thrills

One of the perks of this business is getting rides on a lot of different kinds of boats. Often this is painstakingly choreographed, sometimes only to fall through at the last minute. Other times, it's not planned at all. Like most things in life, the spur of the moment times are often the most fun.

Our latest spur of the moment adventure was aboard Rudy Choy's 62-ft catamaran *Aikane* X-5, which was preparing to sail to Southern California after being barged to Oakland from her home port of Honolulu.

As you may recall, this is the cat that last year attempted to break the TransPacific record — 7 days, 8 hours — set by the 64-ft catamaran *Double Bullet* back in the late '70s. Because of weather, or rather the lack of it, she was unsuccessful in that attempt.

But Choy, never one to say die, is back to try again. The boat will take off from Southern California sometime near the end of June, just before the start of the "real" TransPac on July 4. If they get the weather, and the big cat can maintain somewhere near a 20-knot pace — not unrealistic for a boat that often pegs a 30-knot speedo — they think the record can be knocked down to somewhere around six days.

One can't really appreciate the power of a big multihull without experiencing it. And we have to be honest: though we're confirmed "singlehullers," every time we ride one of the big cats or tris, it is such a Thrill (the capitol "T" is intentional) that we just can't believe there are so few of them around. Barry Choy, Rudy's son, was in charge of getting the boat together and sailing it to Long Beach. When we stopped by for a short interview, he said, "Hop aboard, we're just going out for a bit to tune the rig."

He didn't have to ask twice.

Once the proper wires were tweaked, we had time to crack off for a couple speed reaches before returning to the dock.

Wow.

Unlike any monohull, with the exception of some ultralights with planing hulls, you can feel a big multiull like *Aikane* accelerate. Once the wing-mast rotates and the airflow attaches to her 2,200 square feet of sail, the boat takes off like a dragster, causing those not holding on to take a step or two back to regain balance.

At speed, though, the boat is as stable as a handball court (and about the same size), except that this particular 62 by 31-ft platform is humming along at an easy 20 to 25 knots.

This is despite the fact that there was only 15 to 20 knots of wind blowing, which brings up another difference. Big cats like *Aikane* can almost all sail faster than the wind blows because they generate so much of their own apparent wind. In ideal conditions (reaching in flat water), *Aikane* herself can do 1.8 times windspeed.

Again, this is a phenomenon that has to be experienced to be best appreciated. It sounds ridiculous to say that the sails are barely cracked off centerline on a beam or broad reach, but that's how it is. You know damn well by looking at the water that the breeze is still blowing around 15, but the speedo reads in the low 20s and the wind coming through the "slot" between the jib and main feels like about 45. It's wild.

Another interesting challenge in *Aikane*'s near future is *Stars & Stripes*, the soft-sailed twin sister to the last America's Cup winner. Both boats are slated to take part in the April 28 Ensenada Race.

Dennis Conner and a star-studded cast will sail the San Diego-based 60-foot cat, but Barry says it really won't be much of a contest.

"For one thing, *Stars & Stripes* weighs 6,000 pounds to our 11,000. It's also built for very light conditions — I think it can fly a hull in something like 6 or 8 knots. If it doesn't blow any harder than 10 or 12, we don't have a chance against them. But if it blows harder than 15 to 20, I think we'll blow them away."

It's just a spur of the moment opinion, but we think so, too.

## thayer

If all goes as planned, a familiar "face" will be back at the Hyde Street Pier this month. Both sightseers and workers at San Francisco's historic ship pier have missed the *C.A. Thayer*, the museum's three-masted schooner. The ship has been in Oakland since December undergoing (or lately, waiting to undergo) repairs to its near 100-year-old wooden hull.

The *Thayer* was scheduled to go up on the ways for routine maintenance and cleaning about this time anyway. But when the old girl's hull began leaking as much as 6,000 gallons an hour late last year, as project manager Michael Nab puts it, "she





## goes home

was put on an 'accelerated schedule.'"

The problem was traced to worm damage in several planks near the waterline. But when Pacific Drydock hauled the ship to replace those, she was also found to have considerable damage in her worm shoe (a sacrificial plank that protects the keel from worms and grounding damage). Since replacing that wasn't in the schedule, she had to anchor out and wait until March. Additional work to bring her back up to condition will be cleaning and coating the hull with copper sheathing.

The *Thayer* is one of the first historic  
cont'd center of next sightings page

## mapping throughhulls

I can't go sailing without thinking the dreaded "what ifs." What if one of the waves ahead is hiding a deadhead; what if a gust should hit from an unexpected angle; what if that boat coming this way doesn't see me? Much of the planning ahead that a sailor does is to be prepared for the unexpected.

That is why when I pulled my boat out of the water for the first time I made a series of measurements to locate all the underwater fittings in relation to the rail. I have added a simple sketch to my sailing log that shows how far underwater each throughhull is, and a distance along the rail to be directly above the fitting. For the sketch you will need to indicate the size of the opening and on which side of the boat it's located.

I have a set of wooden plugs made up and carry a diving mask in case I have to find something quickly from underwater. If I couldn't go in the water, by knowing their locations, if I had to I could try to seal the openings

cont'd on next sightings page



LATITUDE/JR



# SIGHTINGS

## throughhulls — cont'd

from the outside with toweling or other material shoved down with a boat hook. Of course, in the majority of circumstances, a leaking throughhull can be shut off or plugged much more quickly from inside the boat.

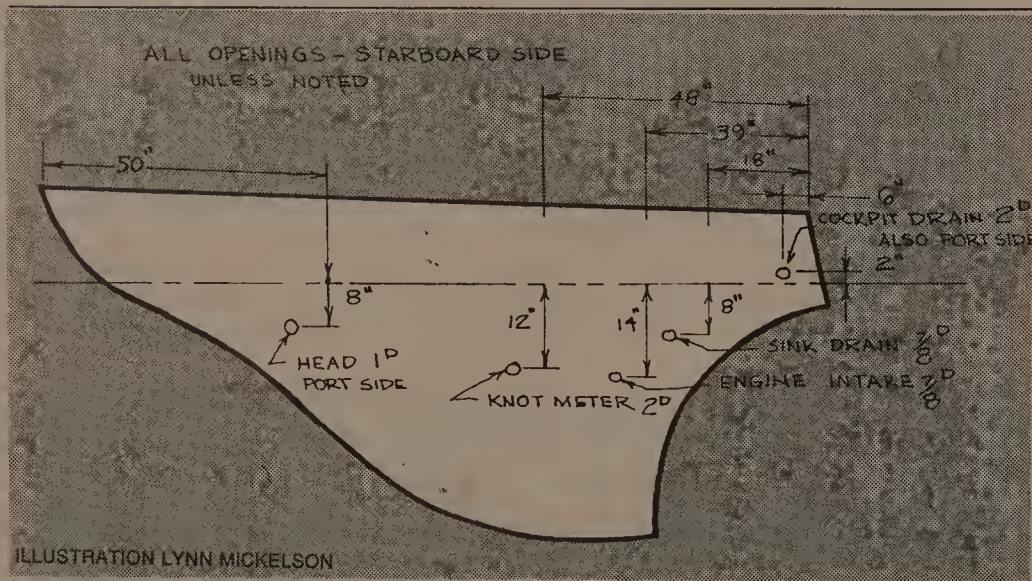


ILLUSTRATION LYNN MICKELSON

I've been through emergencies when knowing the location of the raw water inlet for the engine was critical. And who has never had to clean a fouled knot meter sending unit? Knowing their location often makes it possible to clean out both types of fittings with a pole and brush — from the deck!

So next time your boat is out of the water, break out the tape measure and get to work. By adopting the Boy Scout credo to "be prepared," you may one day turn a true emergency into just another minor inconvenience.

— lynn mickelson

## april, come she will

April, as most local boaters know, marks the start of the new boating season. And though organized season racing (YRA) doesn't start until next month, there are a bunch of specialty events to warm racers up for the season to come, and plenty of non race-specific events ashore and afloat to usher in the new season. Here's a brief look at the ones we always seem to get the most calls about.

**April 1** — Singlehanded Farallones Race. Now in about its 12th year, this event is fast becoming a spring ritual. The SFR pits solo sailors against one another in a real test of seamanship, not to mention a great race. The Farallon Islands are the only "mark" in this 52-miler out and back. For more information, call Ants Uiga at 658-8073.

**April 6** — Opening Day in the North Bay. The Benicia YC puts this one on, and it's a real kick. And warmer than the "big" opening day on the Main Bay. The theme this year is "reflections of Benicia," and the event is co-sponsored by the Benicia YC and Benicia Marina. Music, food, prized, decorated boat parade, blessing of the fleet, and dancing in the streets are just some of the attractions. For more, call Kathleen Jones (707) 746-6600.

**April 15 -23** — The Northern California Spring Boat Show, held this year in Marina Village, Alameda. (This show replaces the Mariner's Square Show, which was shelved for a year due to storm damage to docks in that location.) Put on by the very competent Northern California Marine Association (NCMA), this is also an in-the-water show which by all accounts will be one of the biggest ever held in Northern California. Hours are noon to 7 weekdays and 10 to 7 weekends; admission is \$5 for adults, free for kids under 12. Of special note: we'll offer free testing for EPIRBs at this show (see Sightings item elsewhere in this issue for more information), so be sure to bring yours with you. For more information on the show, contact NCMA

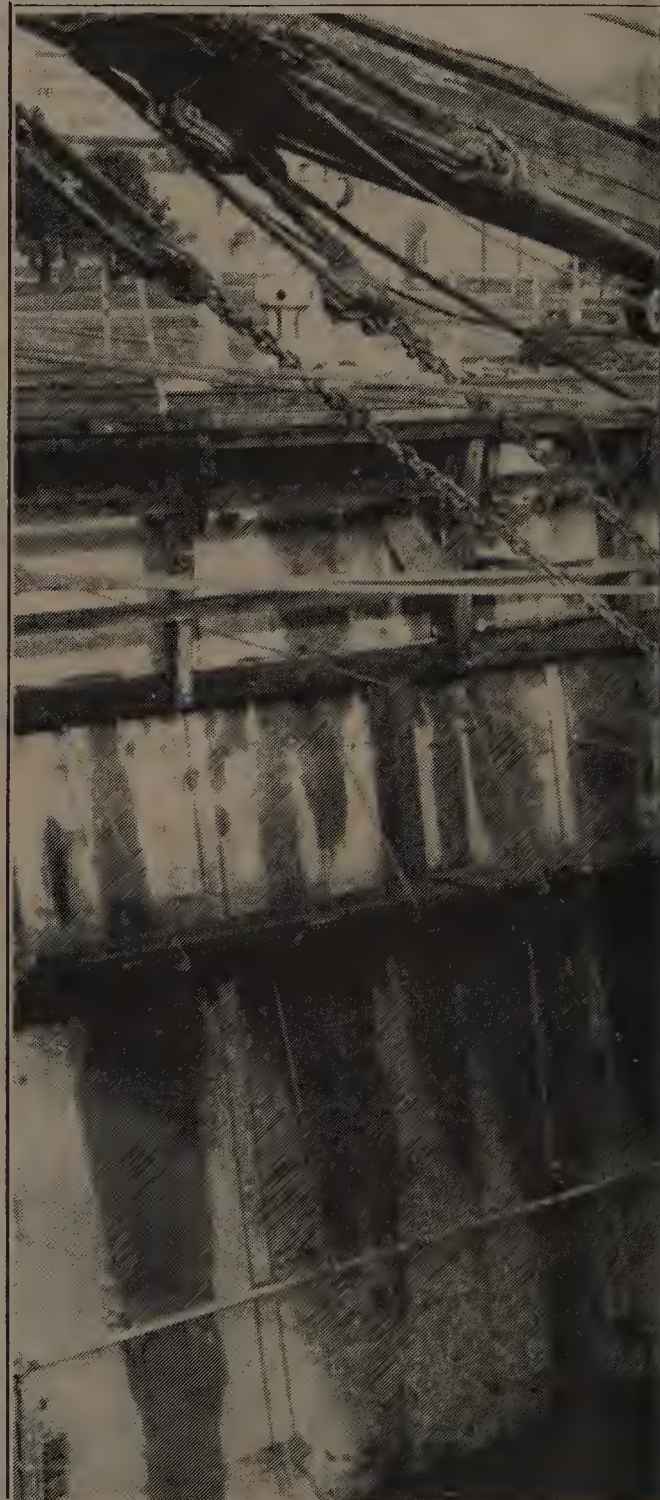
cont'd on next sightings page

## thayer

ships hauled since the National Maritime Park (formerly the Maritime Museum) was taken over by the Feds last year. Though Nab admits that with the additional funding, things are "looking up" for the historic ships, the new money is still not nearly enough to properly care for the nine-ship fleet (six of which are at Hyde Street), largest by tonnage of any historic collection in the world.

"It's really a battle trying to make Congress understand that these are very expensive resources to maintain, but that they're worth it," says Mike.

C.A. Thayer was built almost completely of Douglas Fir in 1895 in Fairhaven, California (near Eureka) by Hans Bendix-





## — cont'd

sen. The ship worked in the Pacific lumber trade until 1912. Her second career, which lasted until 1925, was as a Salmon Packet. From 1925 until 1950, she fished for cod in the Bering Sea. (As such, the *Thayer* has the distinction of being the last commercial sailing vessel to operate from a West Coast U.S. port.) The 156-ft ship was acquired by the State Park system in 1957 and became a permanent part of the Hyde Street fleet in 1963.

By the way, if you've never been by to see the fleet, it's now more of a bargain than ever. For only \$2 (kids and seniors free), you can get out to see all the historic Hyde Street ships up close and personal.

## april — cont'd

at 521-2558.

**April 29** — Doublehanded Farallones Race. Double the pleasure, double the fun, at least for some sailors. And about quadruple the number of entrants to the Singlehanded version. Rules and route are essentially the same as for the Singlehanded race. For more, call BAMA's (Bay Area Multi-hull Association, the sponsor) Linda Maudru at 369-5011.

**April 30** — Opening Day on the Bay. This one has been a Bay tradition since God was a kid, and it seems to draw more boats every year. Theme for '89 is "Marine World." Blessing of the fleet and decorated boat parade commence in Raccoon Strait at 9:30. (For more on the many facets and categories of the parade and contest, contact Bob Noorlander at 495-5400 (w) or 756-7378 (h). Parties and craziness in every cove and anchorage commence immediately afterward. By the way, water balloons are strictly *verboden* this year, so be sure to duck when the lawbreaking scum on the boat next door give you a broadside anyway.



COURTESY SAN FRANCISCO MARITIME PARK/TIM CAMPBELL



## the challenge continues

As we go to press, the four boats left in the Cape Horn Clipper Challenge are all still at sea, but only one seems to have any chance at bettering the 80-day time set in February by Warren Luhrs' *Thursday's Child*. If you've been visiting Mars and don't know, the Challenge is to set a new sailing record from New York to San Francisco via Cape Horn. The original record, 89 days, was set in 1854 by the clipper *Flying Cloud*.

The big threat comes from Frenchman Philippe Monnet on the 60-ft trimaran *Elle & Vire*. The French singlehander was making up time on *Thursday's Child* after an unscheduled stop in Chile — and a restart that has already cast an unfortunate shadow over what has otherwise been an amazing feat of singlehanded sailing.

After rounding the Horn, *Elle & Vire* hit some ice and damaged one of her outboard hulls. Monnet turned back, "unrounded" the Horn and put into Port Williams, Chile, for repairs. After a week he departed again, only this time, for some reason, he went inside the rock generally considered "The Horn." Although there is certainly no rule stipulating a starboard rounding of *Cabo de Hornos*, on the southernmost of the Wallaston Islands, that's the way *Flying Cloud* did it. General consensus right now is that the record will be allowed — as well it should be — but we predict that Monnet will wish he'd rounded "correctly." Monnet has to have finished before Wednesday, March 29 to have set a new record.

Ann Liardet and her fiancé crew Joseph Le Guen on their 50-ft trimaran *Finisterre Bretagne*, have had light-air problems. They had yet to cross the equator, which puts them well behind *Thursday's Child*'s pace. The French sailors are nevertheless in good spirits. They should be. *Bretagne* is the only boat to have come this far in pursuit of this record in the last 10 years without being destroyed or having to put in anywhere for repairs.

Guy Bernardin, the intrepid singlehander who lost his first boat attempting to break this record last year (and whose effort gave birth to the Manhattan YC's formal Clipper Challenge Cup), will not break the record this time, either. Structural damage to his 60-ft monohull *BNP/Bank of the West* put her in a Chilean port for almost three weeks of repairs. We have to hand it to him, though: he's still intent on finishing the trip. He left March 4 from Puntarenas, Chile, and as of mid-March had yet to cross 50 South.

Finally, Georgs Kolesnikovs and crew Steve Pettingill aboard the 60-ft trimaran *Great American* — the fifth and final challenger of the Clipper Cup's inaugural fleet — departed New York on March 10. They'll have to finish on or before Memorial Day weekend to break the current New York to San Francisco sailing record.

## speaking of spaulding

My husband, Mike Schnapp, and I thoroughly enjoyed the article about Myron Spaulding, particularly since Mike was the builder of Spaulding 33 hull #6, *Pegasus*. We are still sailing this marvelously designed boat 27 years after she was launched. One correction to the article, however; there were nine Spaulding 33s built, not six.

Since this year is the Golden Anniversary of the Golden Gate YC, I put together the following history of the Spaulding 33 class — which was started by members of the GGYC.

In the early 50's, Arvid Johnson, Jeff Capell, Otto Bueren (all Golden Gate YC past Commodores) and Frank Delucchi, asked Myron Spaulding to design a racing/cruising boat that could be built by amateurs and adapt well to both San Francisco Bay and ocean conditions.

A contractor, Arvid Johnson was the guiding spirit of the group. The first four Spaulding 33s were launched in 1952. Then in 1955 another quintet of would-be builders, Mike Schnapp, Cliff Melder (another past Commodore) and Ivan Davies of the Golden Gate and Henry Bleuler and Dick Connick, began construction. These five boats were launched in 1962. Eight of the nine Spaulding 33s raced actively until 1978. The ninth proved to be such a good offshore boat that it was purchased by a corporation for

cont'd on next sightings page



## one ondine,

Here's one yard bill we're glad we don't have to pay: Huey Long's Frers 80 *Ondine* has been sitting on the hard at Anderson's Boatyard in Sausalito since August 23 of last year. She had cracked her aluminum substructure frame enroute from Hawaii to the Big Boat Series, almost losing her keel in the process, and needed repairs.

As you can see from the photograph





LATITUDE/JR

## over easy

above, *Ondine* was stripped, flipped and generally whipped back into shape. There weren't many days in the last eight months that half a dozen guys weren't hard at work on her, but now the end is in sight. According to Joe Jones, *Ondine's* head BMW, the rebuilt maxi will leave the yard in mid-May — complete with a new keel and mast — and join her peers in Palma for the August maxi series.

## speaking of spaulding — cont'd

deep-sea fishing off of Mexico; she was skippered by another GGYC past Commodore, Paul Dember.

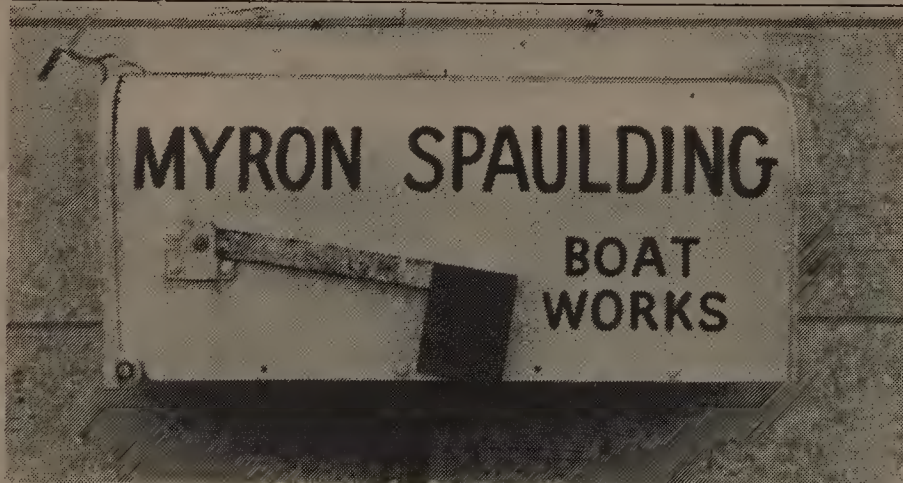
As you might expect, there are plenty of memories that come with building your own boat. Some of the most interesting had to do with obtaining the proper woods.

Myron designed the 33 to have plywood cabin sides. During the construction of the second group of boats, Dick Connick, who was ahead of the rest of us, splurged and made his cabin sides out of teak — which in 1960 cost an extravagant \$2 a board/foot. Ivan, Cliff and we looked at teak longingly, but figured it was out of our price range. Then one evening Mike and I were entertaining a physician acquaintance who occasionally bought things through his grateful patients. When I mentioned teak, he suggested we contact an importer friend of his.

The importer said he didn't import lumber, but that we could use his name with other importers because he was always happy to do a favor for the physician or any of his friends! I called the second importer, who said he'd have to call back with a quotation. When he got back to me, he told me the lumber would be expensive — which I knew would be the case. He then quoted 75 cents a board foot, duty-paid, on the dock in San Francisco. What a bargain! Naturally, I added 100 board feet for a dining room table to the 1,500 I was ordering for the three boats. The order was for 2-inch thick material. The quotation was that the boards would be random widths, 6 to 12 inches, with a 9-inch average. Lengths would be 6 to 12 feet with a 9-foot average.

After thinking about it, we builders decided that we needed three-inch thick boards to be able to make coamings and cabin sides split to match the grain. When I called back to see if I could change the order, the importer told me he hoped I wasn't in a hurry for an answer — which was two weeks in coming. The reason it took so long was that the importer had to send a cable to Bangkok, after which a runner was sent through the jungle to find out what was being cut that month. The route had to be retraced for the answer to come back!

Our next request was for six boards 15-feet long to be used for cabin sides. The long lengths meant we wouldn't have to do any splicing. When I told the importer we'd be willing to pay extra, he said they didn't really like selling anything over 12 feet — because that was as long a board as an



LATITUDE/ROB

The mailbox speaks for itself.

elephant could carry! We got our 15-foot boards, however, at a cost of only 85 cents a board foot!

Myron Spaulding designed a marvelous performing boat, but we found that some of the drawings were missing connection details and that some little features in the early boats could be improved upon. Since I am a structural engineer with extensive school-building experience, I supplied details complying with Title 21, California Administrative Code, entitled *Safety of Construction of California Public School Buildings*. One example was the fastening of the genoa track to the rail. Screws to resist pull-out loads aren't as strong as thru-bolts fastened on 4-inch centers. When Cliff

cont'd on next sightings page



## speaking of spaulding — cont'd

was hit on the rail by a port tack boat in a race and had to have the track replaced, he told the boatyard to put it back exactly the way it had been. The shipwrights told him that at the time they'd never seen a boat built that way!

Of all the Spaulding 33s, Ivan's is a work of art. He is a pattern maker, one of the most skilled of the carpentry crafts. The teak for my dining room table ended up on his deck! He used Honduras mahogany plywood, and when it was finished she seemed almost too beautiful for paint or to be put in the water.

Needless to say, we love our Spaulding 33. She's so well balanced that she'll literally sail herself, and doesn't know what a broach is. Relatively dry and a good sailer in rough weather, it's no wonder that two original owners still sail theirs and that others are scattered around the world. The design just goes to prove that Myron Spaulding is a true master of marine architecture.

— ruth gordon schnapp

## the most outrageous berth rate

Do you think berth rates are too high at your marina? They're not — at least by comparison with New York's soon-to-open 26-slip North Cove Yacht Harbor.

The North Cove name makes the marina sound remote if not bucolic. But it's not. If Manhattan's World Financial Center Towers fell in the right direction, they'd land on top of North Cove's pilings. If you had a good arm, you could toss a gold ingot or even junk bonds all the way to Wall Street.

Now, about those berth rates. Try \$616.43 a day! That doesn't include an escalator clause. And did we mention the minimum length of such a lease is seven years (or \$1,575,000)? You think we're making this up, don't you? We're not.

Watermark, the development company for the marina, had to get approval from 16 different government agencies. They weren't going to get it until they agreed to create a "spectacle marina" without fences or gates. Thus the teeming masses, who otherwise might feel resentful at the use of public lands, will be able to stroll the docks right next to the mega yachts.

Will the marina, pardon the pun, float? There seems to be divided opinion. Watermark's president, George Nicholson, says that the first luxury marina for big yachts was built in Monaco in 1969. Now, he points out, there are 40 of them. And while there are only 400 yachts that can qualify for mega-yachtdom in the world today, the Reagan administration was so good to the rich that yards can't pump the monster yachts out fast enough. (Nicholson says that satellite communications, computers, faxes and modern telephones mean that businessmen can both work and play aboard their floating palaces — which explains their sudden surge in demand).

Even so, are there really people who will shell out \$18,000 a month for a berth? Nicholson says a middle-of-the-road mega yacht costs about \$8 million to build and another \$800,000 a year to operate. When you're playing with those kind of numbers, a quarter of a mil a year is nothing to pay for a berth — even if the season is only five months long.

No, the reclusive and publicity-shy Donald Trump will not be the first person to place his yacht in prestigious North Cove. His 282-footer *Trump Indulgence*, once the toy of "the world's (formerly) richest man" Adnan Khashoggi, is about 130-feet too long to squeeze into the marina. Malcom Forbes, whose 151-foot *Highlander* would fit, says he's happy with his ship's current berth at an upstream pier — unless, of course, Liz would prefer he relocate her at North Cove.

The marina opens in June, so make a note to check it out next time you visit the Big Apple. We're expecting a full report.

Incidentally, the photo at right is not of the North Cove Marina but rather of the 'phantom' marina just southeast of Paradise Cay. The weird thing has been like that for years; neither completed nor torn down. Anybody know the full story?

## better luck

The waters of the world took a worse than normal beating last month. Here's a short rundown:

State Controller Gray Davis and Lt. Governor Leo McCarthy told the State Lands Commission that the city of Santa Monica has to remove 130 tons of trash from a three-mile stretch of beach each month.

Down in the Everglades, experts reported finding some of the highest ever concentrations of mercury in gamefish. Are the high levels a result of natural causes brought on by a drought, or man-made causes such as factory smoke from Mexico or midnight dumpers? At this point nobody

## stay sane by





## next month

knows for sure.

Off Cherbourg, France, a minesweeper is searching for a container filled with six tons of the highly toxic pesticide, Lindane. The deadly poison was lost when the Indonesian ship carrying it sank.

Certainly we all know about the 100-mile long, 250,000 barrel oil slick that was created off Alaska when an unauthorized helmsman drove the *Exxon Valdez* over two jagged rock outcroppings. That oil spill is being called the worst in U.S. history.

Over in Marin County, three liveaboards peed into Richardson Bay.

All in all, not a good month for the planet's precious bodily fluids.

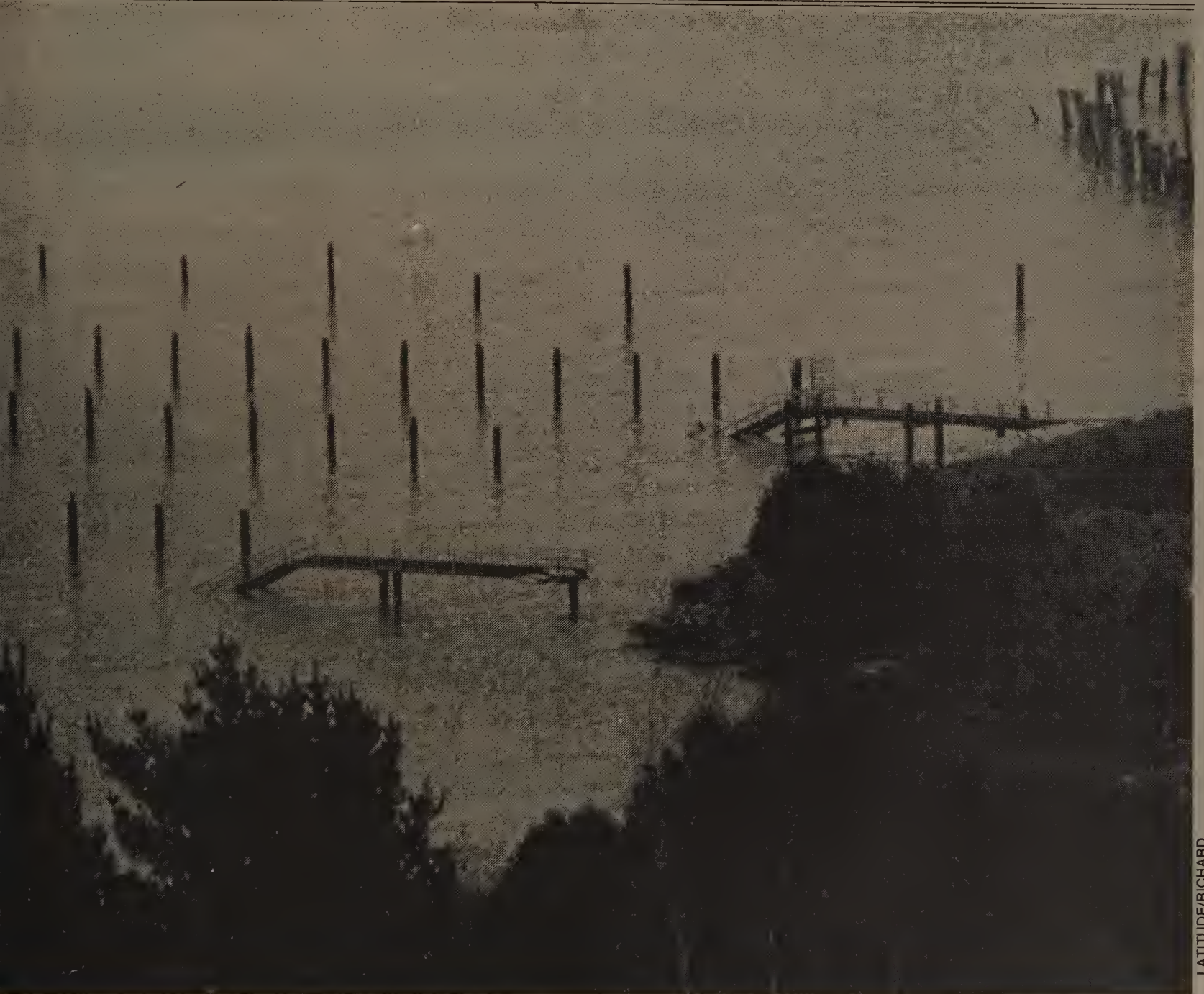
## sailing this weekend

## short sightings

**OFF CRISSY FIELD** — Don't ever think it can't happen to you. On March 19, 60-year-old William Kerr of Sacramento fell off the 30-ft sailboat *Day Dream* within a few hundred yards of the Fort Point Coast Guard station at Crissy Field. The fishing boat *New Captain Pete* plucked the man from the water almost immediately, and a Coast Guard rescue boat arrived within five minutes. Kerr was pronounced dead shortly after an ambulance brought him to Letterman Army Medical Center. Cause of death has not been released as of this writing.

**MIAMI** — In May of 1983, Jonathan Popper, a surfer, was bitten by a shark off a public beach. For the last six years, he's been trying to sue Dade County for \$63,000 for failing to warn bathers of the danger. Last month, after slightly more than an hour of deliberation, a jury dismissed his claim.

**CORINTHIAN YC** — The BCDC has approved a plan to reinforce the seawall near the Corinthian YC with 70 cubic yards of rock. Also on the docket for spring is a plan to replace a 4,000-square-foot wooden deck in order to improve wheelchair access to the club.



LATITUDE/RICHARD



# THE TOUGHEST RACE IN THE WORLD — HUNTER WINS!



**THE RACE — THE RECORD** — from New York to San Francisco around Cape Horn stood for 135 years. Many tried to break it, all failed until Warren Luhrs and Hunter Marine.



TOM BLACKALLER

*Comments from Tom Blackaller:*

"The design of *Thursday's Child* is extraordinary. There are very few, if any, light maxi ocean racers in the world today that could go through what *Thursday's Child* endured. Just think that the engineering and design team which drafted *Thursday's Child* is also responsible for designing your Hunter."

*Come see the complete line of Hunter Yachts at our docks or at the Alameda Boat Show, April 15th thru 23rd.*

**Tradewinds**  
Sailing Center

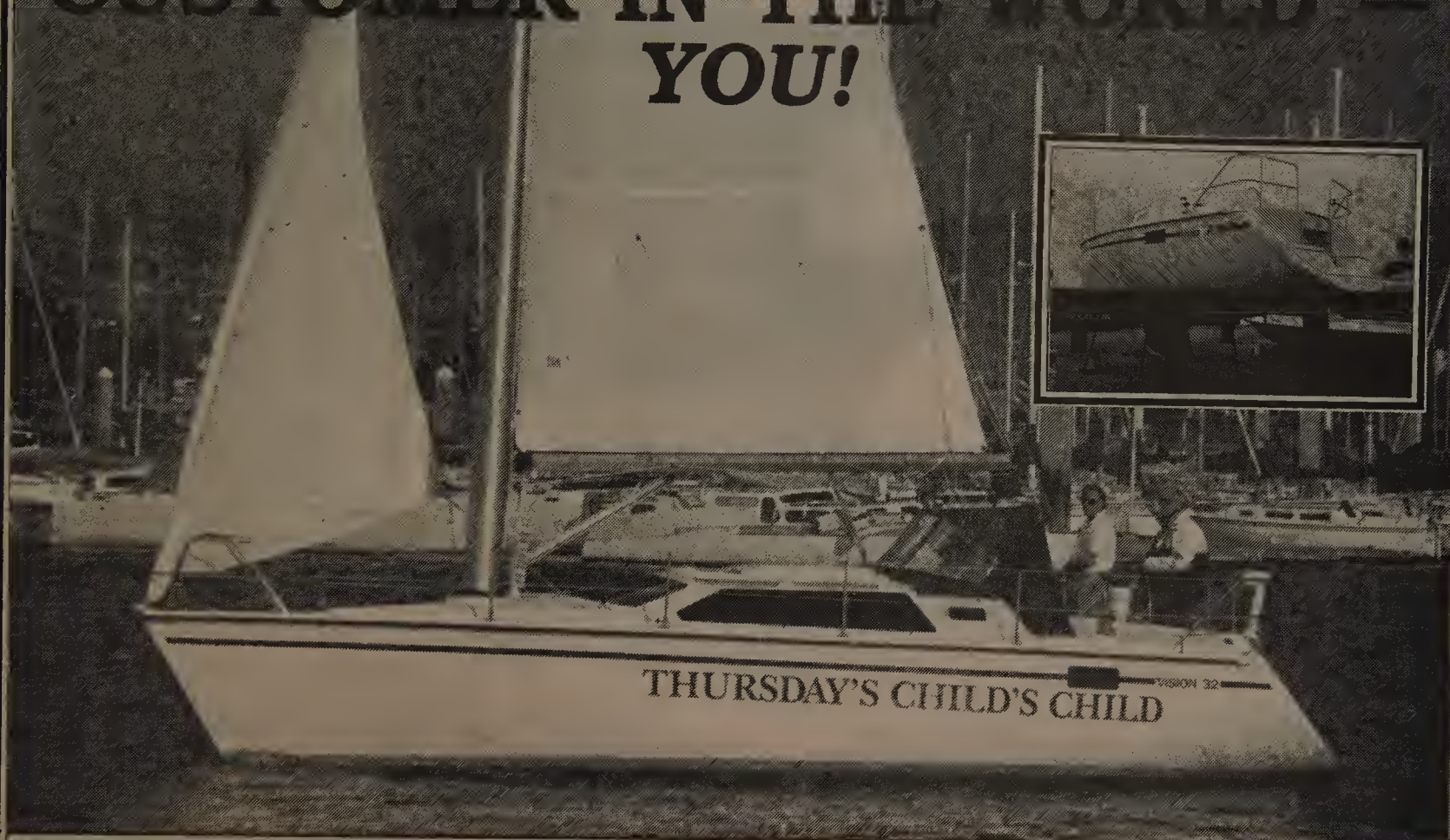
Marina Bay (415) 237-4114  
Sacramento (916) 483-2780

**HUNTER** 

18.5 • 23 • 26.5  
28 • 30 • V32  
33.5 • 35.5  
37 • 40



# SATISFYING THE TOUGHEST CUSTOMER IN THE WORLD — YOU!



***The Vision 32 was designed for tough customers*** who are knowledgeable, and demand performance, comfort and many subjective features like style and feel. Hunter's engineering and design team has satisfied customers by combining the knowledge and experience gained by record breaking creations such as *Thursday's Child* and the thousands of yachts already delivered to demanding customers like you.



BILL & DELIGHT PENDOLA

*Bill says:* "We agreed on the choice of the Vision 32 for our new boat because for me it sails so well — we've beaten much larger boats — particularly to weather. What's more, I can sail it myself!" "Yes," says Delight, "I can sit back and relax, enjoying the scenery instead of jumping up every two minutes to make some adjustment. I love the interior, mainly because of all the light below — she has big windows and a very comfortable settee."

**Call to schedule your demo sail  
aboard the new Vision 32, April 7th and 8th.**

**Tradewinds**  
Sailing Center

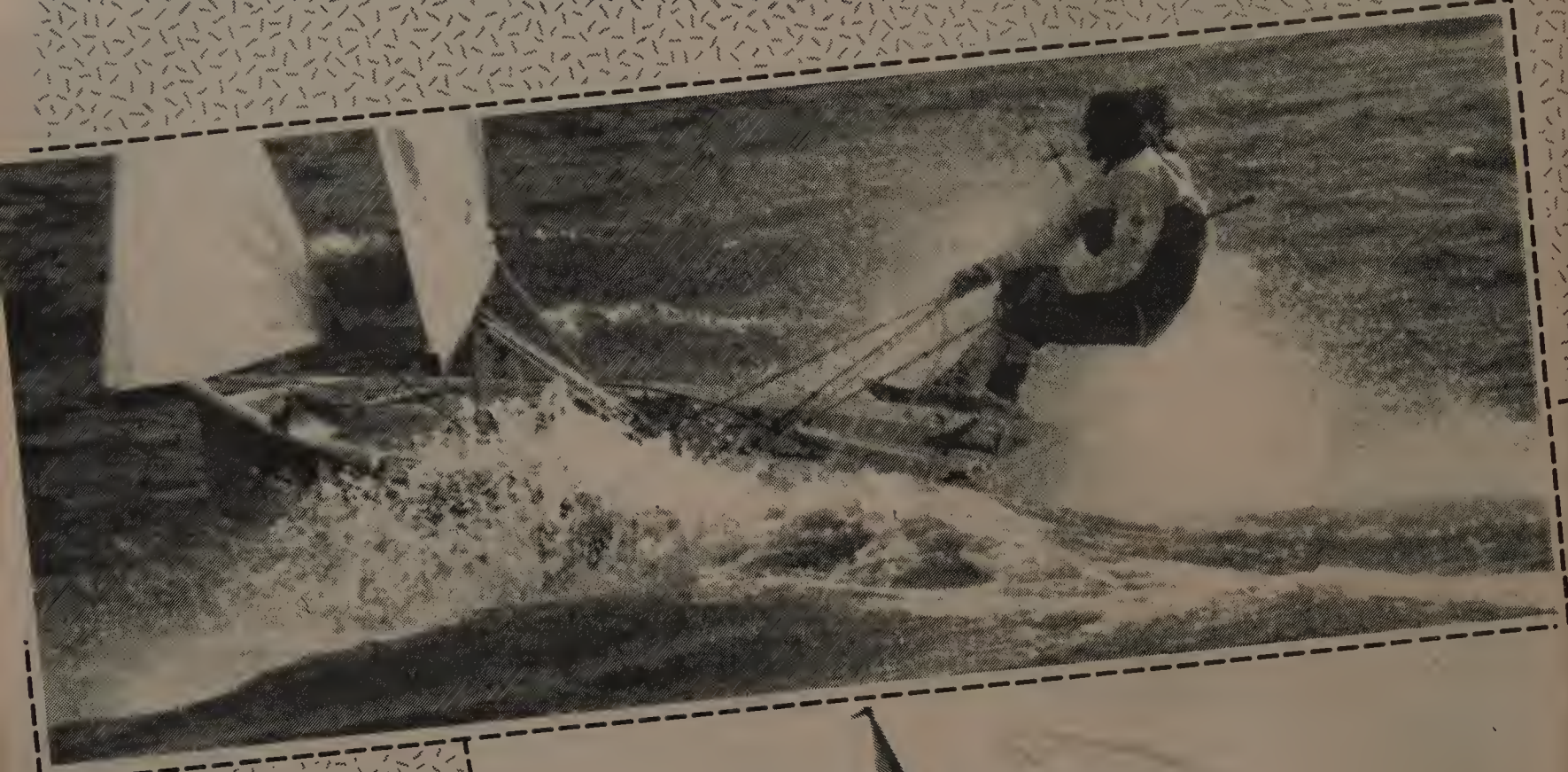
**Marina Bay (415) 237-4114  
Sacramento (916) 483-2780**

**HUNTER** 

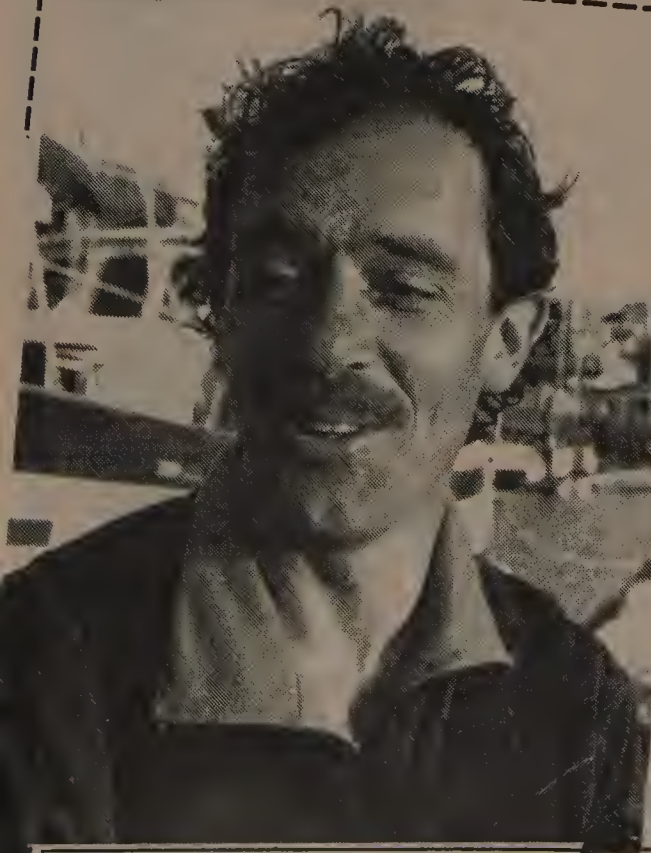
**18.5 • 23 • 26.5  
28 • 30 • V32  
33.5 • 35.5  
37 • 40**



# ULTIMATE (?) YACHT RACE



SILVESTRI  
DICKIES \$30,000  
HOBSON  
FLYER \$50,000

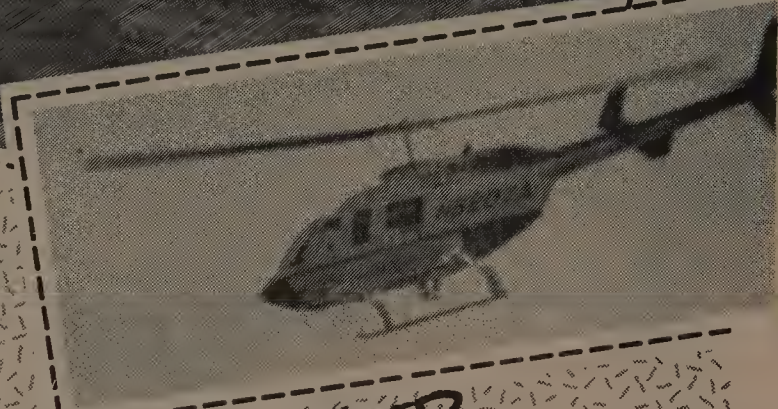




ZIPLOC!

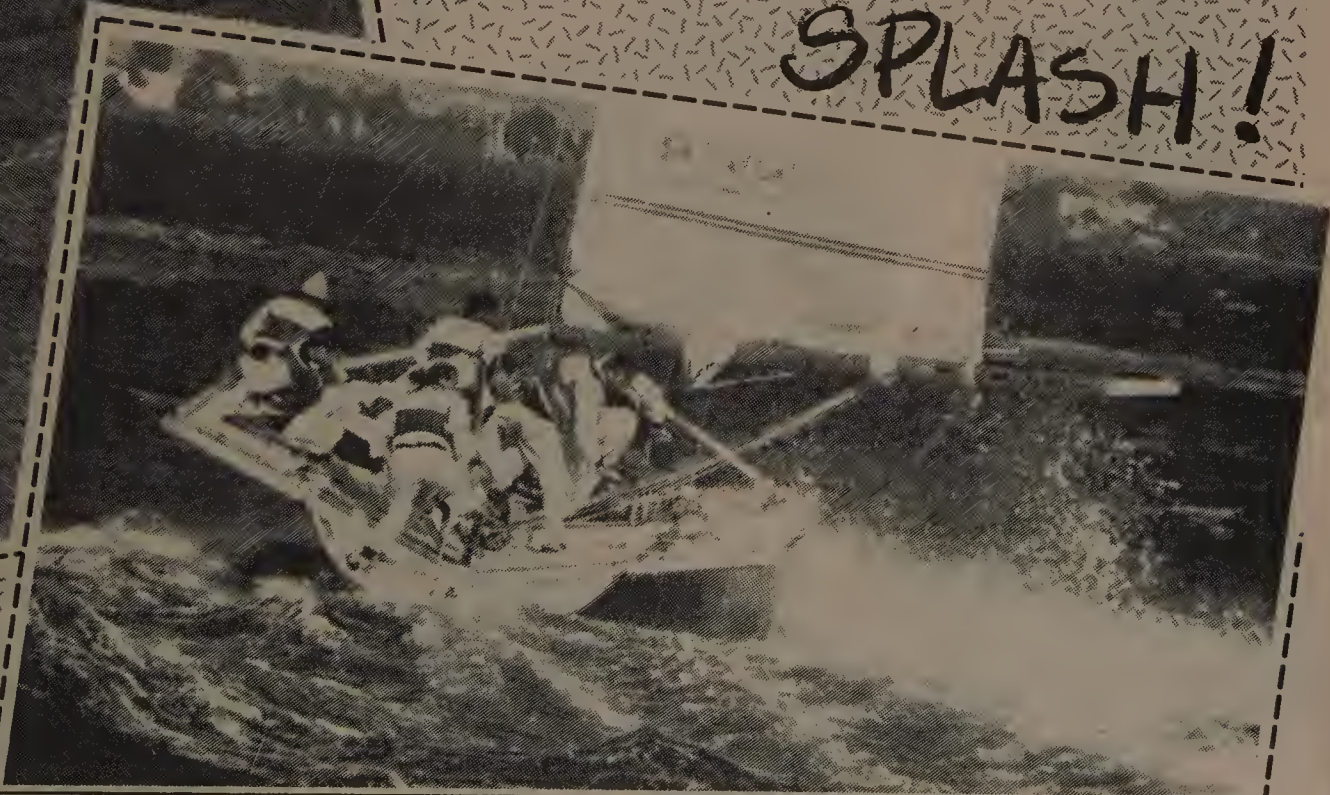


PIER 39



CONSUMER  
DEMOGRAPHIC  
SPLASH!

CASH!!!





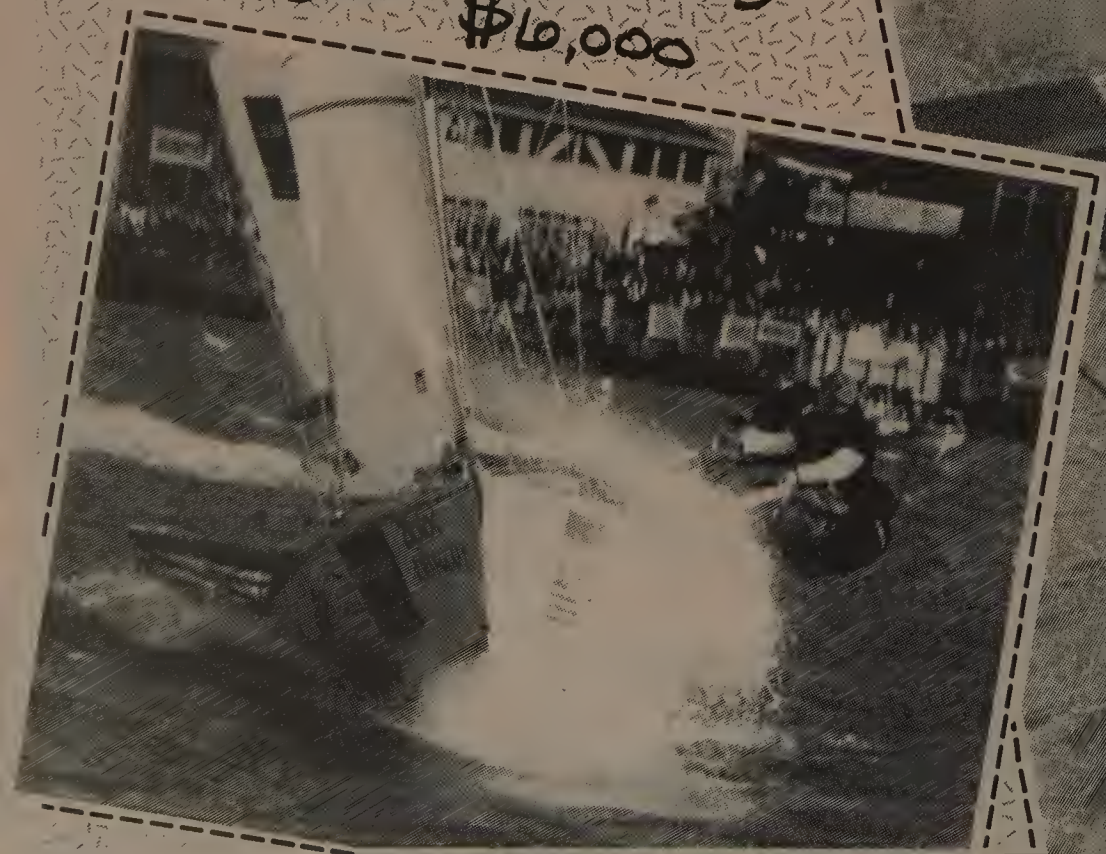
# ULTIMATE (?) YACHT RACE

MEDIA  
HYPE



ZOOOOOM  
LUCRE!

JOHNSTONE/LEWIS  
14's — \$6,000







GURGLE...







## DATA COLLECTION AND LOCATION VIA SATELLITE

Congratulations to Warren Luhrs  
and the Crew of Thursday's Child  
for setting a New Record Around Cape Horn



AROUND-THE-WORLD



### DATA SERVICE AVAILABLE

- Race Reports for Increased Media Coverage
- Frequent Report Updates
- Password Protected
- Relative Positioning

### RACE SUPPORT AVAILABLE

- Portable Beacon Rental (Installation Optional)
- Technical Assistance
- Distress Alarm Monitoring (Around the Clock)
- *NEW - Electronic Charting Equipment*

### ARGOS WAS THERE

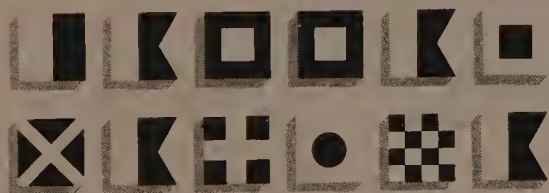
- BOC Challenge ('82-83; '86-87)
- Whitbread Race
- Yamaha Osaka Cup '87
- Several Noted Solo Circumnavigations
- Speed Record from New York to San Francisco
- many others

USA & Canada: Mitch Tiger  
**NACLS**

1801 McCormick Dr., Ste 10,  
Landover MD 20785  
(301) 341-1814 FAX (301) 925-8995

Europe: Christian Ortega  
**CLS/ARGOS**

18, Avenue Edouard Belin  
31055 Toulouse Cedex, France  
(33) 61 39 47 00



## BERTH YOUR BOAT IN SAUSALITO

MODERN FACILITIES IN A WELL PROTECTED HARBOR

**Concrete  
Dock System**

**Well Maintained  
Facilities**

**Beautiful  
Surroundings**

- DEEP WATER BERTHS:  
BASIN AND CHANNEL  
DREDGED TO -9.5 MLLW
- CARD KEY SECURITY SYSTEM
- DOCK CARTS
- PUMP OUT STATION
- AMPLE PARKING
- CLEAN SHOWER AND  
TOILET FACILITIES
- WITHIN WALKING DISTANCE:  
MARKET/DELI • LAUNDROMAT  
RESTAURANT
- AT EACH BERTH:  
LARGE STORAGE BOX  
METERED ELECTRICITY  
PHONE HOOK-UPS • WATER



Kappas Marina  
100 Gate Six Road  
Sausalito, CA 94965  
(415) 332-5510

## ENTER THIS YEAR'S STOCKTON SAILING CLUB SOUTH TOWER RACE.

A 142 mile test of endurance  
from Stockton to the SF Bay and Back.  
Sponsored by Duraflame.  
America's longest burning firelog.

**Friday, June 16**

Skipper's Meeting and First Start

**Saturday, June 17**

Complimentary Dinner for all  
race participants

**Sunday, June 18**

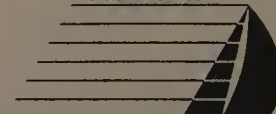
Race Terminates & Award Luncheon

Proceeds to benefit the Stockton  
Sailing Club's Jr. Sailing Program

Duraflame will present each  
skipper with a free duffle bag, Cap,  
Burgee, and other premium items.

For information or to request an  
entry form, call: Tom Mason at  
(209) 478-4771 evenings

**duraflame**



STOCKTON SAILING CLUB  
**SOUTH TOWER  
RACE 1989**



SPECIFICALLY  
FOR CRUISING

**WESTWOOD**  
SAILS SAUSALITO

67 LIBERTY SHIP WAY  
SAUSALITO, CA 94965  
(415) 331-7137

## MONITOR

THE WINDVANE THAT SURVIVED THE ULTIMATE TEST:  
THE BOC SINGLEHANDED AROUND THE WORLD RACE.

Mike Plant — Airco Distributor ►  
1ST IN CLASS II

The winning sailor for boats between 40 to 50 feet and the best American. The MONITOR controlled this powerful racing machine even in extreme conditions. Best 24 hour run *under MONITOR vane only*, was 240 miles.



◄Hal Roth — American Flag  
4th in Class II

With 145,000 miles under his keel using six different vane brands, he chose the MONITOR for the last 27,000 mile endurance test in the BOC — the toughest voyage in his long career.



Mark Schrader — Lone Star ►  
6th in Class II

The BOC was Mark's 2nd circumnavigation via the Southern Ocean. Both voyages his MONITOR steered 90% of the time, always in heavy weather. During his 61,000 miles he has suffered *not one* single MONITOR breakdown!

BOC IS OUR TESTING GROUND. CRUISING IS OUR BUSINESS.  
LET SCANMAR SOLVE YOUR SELF-STEERING.

**SCANMAR MARINE PRODUCTS**

298-L Harbor Drive Sausalito, CA 94965 (415) 332-3233

# BOAT SHOW SPECIALS

FOR BOATS  
TO 40-FT

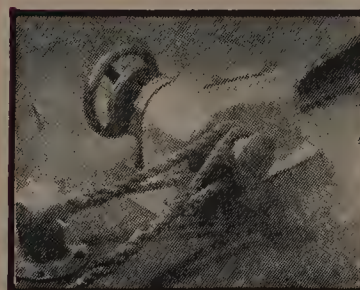
**IDEAL**

AMERICA'S OLDEST  
WINDLASS  
MANUFACTURER

ALL BRONZE  
NOT ALUMINUM



MODEL MCW BR 12V  
Polished Bronze



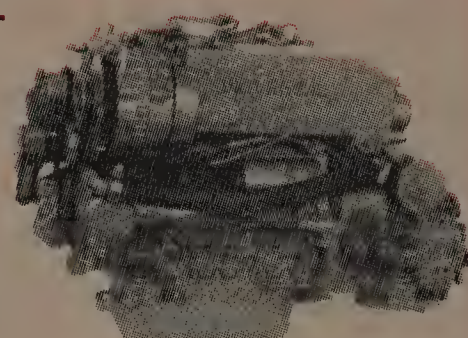
MODEL CWM CP 12V  
Gypsy & Wildcat  
Chrome Plated Over  
Solid Bronze

**\$895** SALE

## UNIVERSAL

REPLACEMENT  
DIESELS FOR  
ATOMIC 4

**BOAT SHOW  
SPECIAL  
PRICING!**



**Model M3-20**

3 cyl 18hp continuous rating

**\$4295**

**Model M4-30**

4 cyl 25hp continuous rating. Both are same shaft alignment, width and engine bed dimension as Atomic 4.

**\$4995**

**SMOOTH — QUIET — COMPACT**

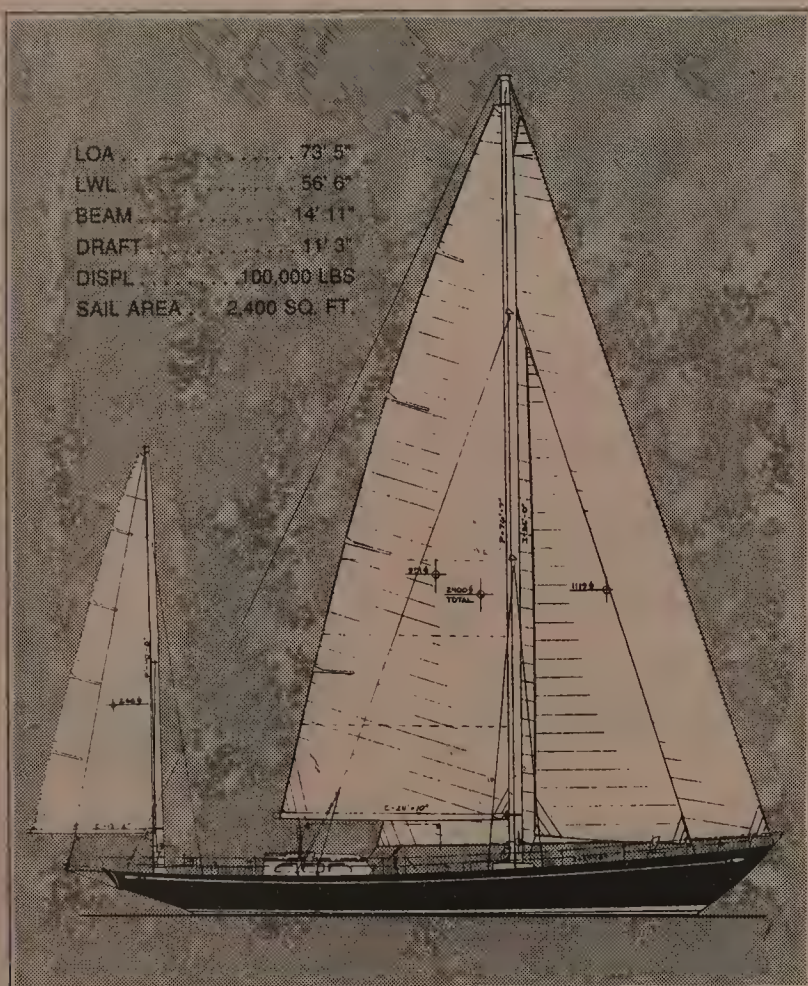
PRICES PLUS INBOUND FREIGHT — GOOD THROUGH 6/30/89

**sea-power**

333 KENNEDY, OAKLAND, CA 94606

**(415) 533-9290**





## KIALOA II

**D**ateline, July, 1988: Eight days out of San Francisco, the 73-ft *Kialoa II* powers through the moonlight seas, her 4,000-square-foot spinnaker pulling her toward Hawaii at hull speed — 11 knots — or better. The prior noon, she'd logged 210 miles, her best day's run so far in the 1988 Pacific Cup.

Going off watch at midnight, owner Frank Robben hits his bunk, exhausted from an intense trick at the wheel. But he's too preoccupied to sleep. The boat is carrying more sail than she should in the squally conditions, not to mention at night. Then again, *Kialoa* was born for the chase and built to be pushed. Somehow, the thought of shortening down seemed akin to a jockey reining in Man O' War just before the finish of the Kentucky Derby. Besides, so far the helmsmen in the chartering group had been able to keep this ocean-going thoroughbred under control. Finally, to the hum of wind in the rigging and the swish of water outside the aluminum hull, exhaustion took over and Robben began to drop off. In half sleep, he felt the next squall hit and the boat begin to go.

"It was a pretty bad round-up," says Frank, who was on deck to see the boom go in the water at 12 knots. Before anyone could do anything, the mast end of the spinnaker pole blew up. With that, *Kialoa* recovered, shook herself off and began scudding before the 35-knot breeze again — the out-of-control spinnaker alternately booming full and collapsing while the 33-ft spinnaker pole did a demented breakdance on the foredeck.

"Someone yelled for something to be done, but I motioned everyone back," says Frank. "I didn't think we should rush into anything." A second later, the problem solved itself as the 2.5-ounce chute shredded, lowering the pole more or less peacefully onto the deck where the crew secured it and the remains of the sail. After making sure everyone's fingers and limbs were still intact, they set the storm chute with a spare pole and *Kialoa II* charged on.



It was maxi-yacht racing at its best, even though the maxi in question is considerably older, heavier and more, well, "full figured" than most of the boats that wear that description today. But like the saying goes, the legend lives on, and *Kialoa II*'s days of racing and, more important, pleasure sailing, seem to be reaching ever greater heights with each passing year.

Things haven't always been so rosy for the boat. In fact, save for the dreams of an aging sailor and the dedication of dozens of Bay Area marine professionals and friends — and fate — she might well have been rendered down into 50 tons of beer cans by now.

*Kialoa II* was the first boat Jim "Mr. Maxi" Kilroy had built. (His first *Kialoa* was a 50-ft Sparkman & Stephens yawl he bought in





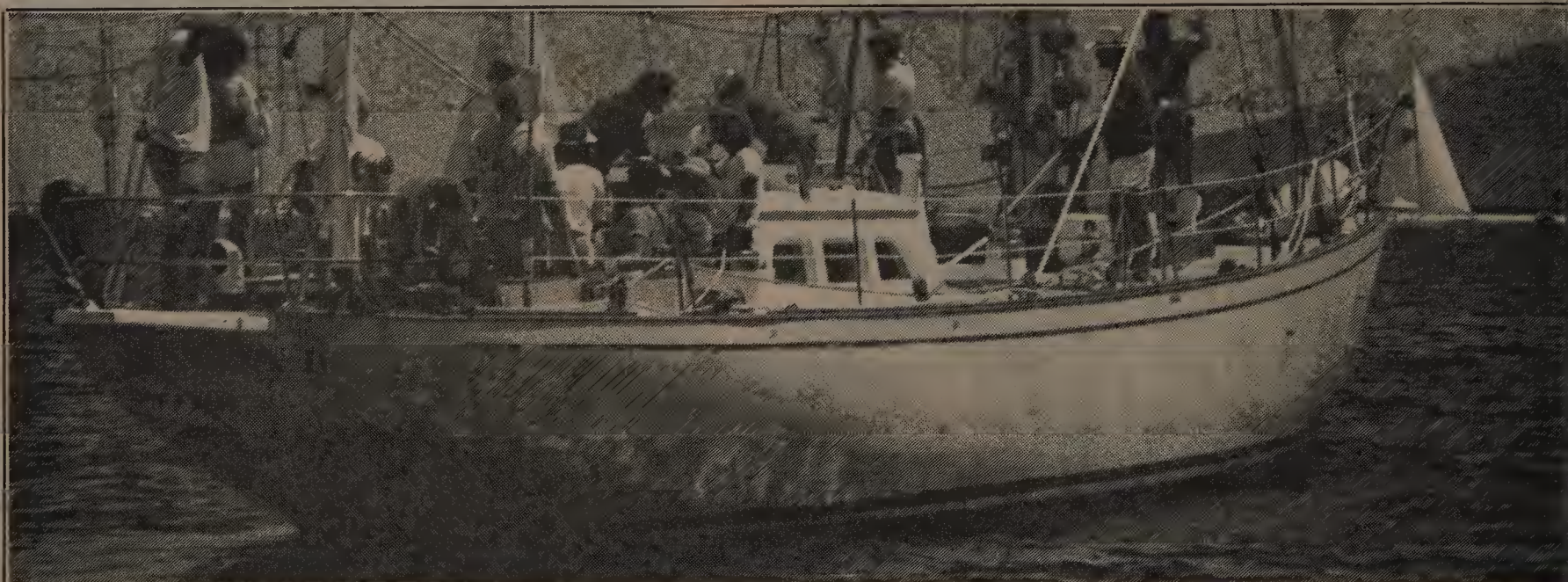
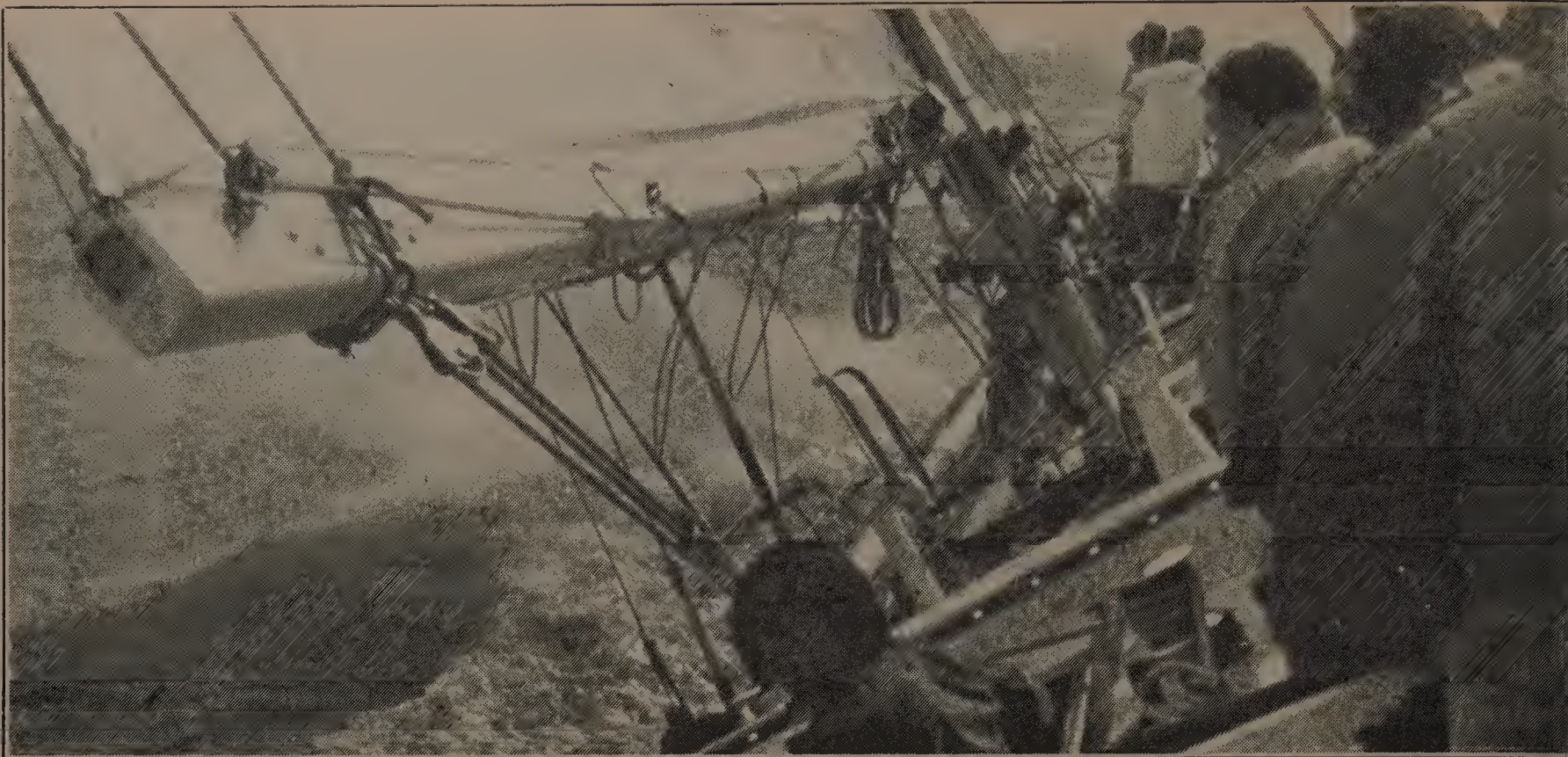
Southern California.) It was also the first boat built at the Yacht Dynamics yard in Harbor City and, in 1964, the first large aluminum boat built on the West Coast and possibly the country.

Built expressly to race the oceans of the world, Kilroy wanted the new sloop — also designed by Sparkman Stephens — to rate well under both the CCA (Cruising Club of America) and RORC (Royal Ocean Racing Club) handicapping rules. It was a tall order, considering one rule encouraged narrow beam with high aspect sailplan; and the other liked more beam and low aspect. *Kialoa II* ended up with only 15 feet of beam (down from the designed breadth of 16), quite slim for her length, and, with a boom that stretched almost to her wheel, a low aspect rig. Two years after

launch, both rules were scrapped for the International Offshore Rule.

In 1968, the boat underwent radical surgery to try and make her more competitive under IOR. Among changes made were the addition of 6,000 pounds of ballast and a foot of draft (to 11 1/2 feet); the installation of a spade rudder (the old keel-mounted one was cut down and still serves as a big trim tab); and the rig changed into a yawl, the sailplan she carries today. To adopt the latter change, 9 feet of main boom got lopped off — instant high-aspect main — and the lost square footage was added back into the mizzen. The mizzen ended up not being used a lot, however, and Kilroy often removed it from the boat completely prior to a race.





It would be nice to say that *Kialoa II* was a terror on the race course. Make no mistake, she was a well respected competitor with many victories under her belt — foremost achievements included a class win in the '65 TransPac and a 9-day, 9-hour elapsed time that's respectable even by today's standards; and a grueling upwind Sydney-Hobart record that stood for many years. But with hall of fame competitors like *Blackfin*, *Windward Passage*, *Stormvogel* and others, most of which were built to the new rule, her days of glory were brief. After meeting Kilroy, current owner Frank Robben feels *Kialoa II* did as well as she did in those early years by the sheer drive and willpower of "Lord Jim." We don't doubt it for a minute.

In 1973, Kilroy donated *Kialoa II* to the United States Coast Guard Academy in New London, Connecticut, and she spent the next half decade training and racing midshipmen and officers in local races, and an occasional long distance event like the Bermuda Race. The Coast Guard sold the boat to her third owner, Martin Crowley, in 1978. Crowley brought her back to the West Coast, entering her in the '82 Vic-Maui Race and Clipper Cup.

The boat subsequently fell on hard times. Two years of being shuffled around, repossessed and just sitting — not to mention more than 20 years of hard use — showed painfully both inside and out when Frank Robben looked her over in 1984. He dis-

missed the possibility of buying the boat, but the fates had other plans in mind.

A few months prior, on his 50th birthday, Frank Robben sat back and took stock of his life. He was a prominent physicist at Lawrence/Berkeley laboratories; an enthusiastic, longtime sailor; and a family man and father of four grown children — a success by anyone's standards. But in his heart of hearts, he knew the big five-oh marked a crossroads. "I just knew that if I was ever going to do anything different in my life, now was the time," he recalls. So he quit his job, gathered together his life savings and went shopping for a boat — a big boat. Encouraged by wife Marsha, he determined to do what he liked best, go sailing, and somehow make it pay for itself.

*Kialoa II* was definitely at the major crossroads of her life, as well. What was not apparent at first was that the boat and the man were standing at the same fork in the road, so to speak. Then Frank got a call one day that the bank was faking bids on the boat. Just to see what would happen, he put in a ridiculously low one. The next thing he knew, he owned a 73-ft yacht.

As dreamers throughout the ages have found out, though, bargain boats can become financial nightmares in pretty quick order, and *Kialoa II* wasn't any different. Though a survey showed her ba-





DICK MARSH

sic structure to be solid — everything on the boat is built brutally strong — the tired old racehorse was in dire need of industrial strength TLC.

"We basically had to replace all the machinery, all the plumbing and all the wiring," says Frank. "It had been there 23 or 24 years, and was just all worn out or done wrong." And so began Frank's education as a big boat owner.

The boat went "under the knife" at Sanford Wood Boatyard, and at the height of work was so ripped apart that Robben was convinced she'd never get back together. For a man used to a life of logic and being in control, it was nothing short of a living nightmare.

"I'd never been in the position of spending that much money with the very real possibility that I would never get any of it back," says Frank, who adds that the cost of repairing everything ran quite a bit more than the purchase price of the boat. "For the first time in my life, I had to accept the possibility of major defeat. It was a very humbling experience."

But of course it did come together, and in fact came out very well. (Robben gives particular credit for the excellent rebuild to Cress Baxter, Mike Richardson and the crew at Sanford Wood.) Functionally and aesthetically, the boat is as good as she's ever

been, and Robben hasn't let a bit of it go to waste. *Kialoa II* has chartered the last three seasons on the Bay and is currently on her third Mexico jaunt. Last year alone, Robben put 12,000 miles under her keel — an "average" of 32 miles a day!

The most pleasant surprise of all, both to Robben and the many people who've gotten to sail the boat, is that she is as much a pleasure to sail off the race course as on. With her full keel, the big yawl tracks like a locomotive and rides like a Cadillac. One sailor said she's so steady you could "dribble a basketball up the deck with no problem." Several experienced small boat sailors have called a simple daysail aboard one of the most enjoyable sailing experiences of their lives.

*Kialoa's* metamorphosis into a charter boat is a fascinating one, too. In a positive sense, her name, gold-plater heritage and maxi aura are big draws in themselves. On the other hand, Robben originally considered her interior arrangements one of the boat's major drawbacks.

Simply put, *Kialoa II* was set up for a racing crew, not a charter group. Though the mahogany appointments down below are sumptuous by today's standards (CCA required a full interior), and her galley and gimballed salon table are just as efficient for feeding 12 to 15 hungry charterers as racing crew, her sleeping accommodations are, shall we say, not so private. Save for a single forward stateroom, the boat is wide open down below with bunks lining the bulkheads.

By the time Frank got done with the plumbing and machinery, though, there was no way he could afford a new interior. Curiously, he says, after living with it these last three years, he's not sure now that he'd change it if he could. While charterers do have to sacrifice some degree of privacy, Frank says that so far that has worked out better than he could have imagined. As a partial result of it, most groups of charterers have grown much closer to each other, which for many is what sailing is all about anyway. *Kialoa* can even charm non-sailors, like the scuba diving charter that hired the boat because all the regular dive boats were booked. They enjoyed *Kialoa* so much they're already signed up for another trip.

The group that stands out most in Frank's mind, though, was headed by a man with terminal cancer.

"He wanted one last sail with his old college and sailing buddies," says Robben, "who usually goes along as skipper. "So the three of them came for a week with their wives. I was a little unsure of how everything would go, but it ended up being a wonderful, wonderful charter. When they left, they told me it had been the most meaningful experience in their lives. He died a month later."

Though the charter business has yet to get Frank out of the red, he has few regrets about his new lifestyle these days. In fact, when we talked with him last month, he spoke with near reverence of the boat and the effect it's had on his life.

"Sometimes, when I'm alone aboard, especially in the Sea of Cortez surrounded by all that beauty, I sometimes go through self-realizations almost in a Buddhist sense," he says.

And of *Kialoa II* herself? Well, if all goes as planned in the next few months, it may be awhile before you see her sailing on the Bay again. At this writing, the boat is going to compete in the Hiroshima Cup, which will start for that Japanese City from Honolulu on June 18. (Four or five crew positions are still open for this race. Call Mary Crowley at Ocean Voyages — (415) 332-4681 — if you're interested.)

After that, Robben and his crew will go on to the South Seas, ending up in the Mediterranean in the spring of 1991. With some luck, he may then meld the best of two worlds into one: A possible year-long charter by Scripps Institute to track ocean thermals across the Atlantic. He'd once again be able to work as a scientist, and he and *Kialoa II* will be where they obviously belong: out sailing the oceans of the world.

—latitude/jr



# SAILING

A few years ago, at the start of the Singlehanded TransPac, Kay Rudiger was out on a crowded spectator boat watching Mark, her husband, prepare to sail out under the Golden Gate Bridge, alone, for Hawaii. It would be three weeks before she saw him again. But where most wives and girlfriends around her might admit to being at least a bit depressed or frightened, Kay says at the time she felt frustration.

"There is this great picture of me at the

globe to race in various events, sometimes on relatively short notice. That means being gone from home a lot. Sure, many of these people are young and single, with nothing to tie them down. But a good many are also happily married family men or women.

Why do these relationships continue to

"People who do this could make a lot more money doing other things."

starting line of the '86 race, yelling at Mark to take down his number 3 and put up the number 1," says Kay. "I get involved, just totally involved, with Mark's races. And when he leaves, I'm rooting for him to do well. Sure I miss him, but I just say to myself that I'll see him at the other end."

That was not the first time, or the last, that sailing took Mark away from the Bay Area and Kay. However, unlike most relationships that need day to day encounters, the Rudigers and a host of others do just fine, thank you, when one partner sails away on a fairly regular basis.

flourish, rather than end up in "maritime divorce court"? There seem to be two main reasons. The first is a shared love of sailing.

"I sailed a bit before we met," says Kay, "but from the beginning, our relationship has centered around sailing."

So does Cathi and Steve Baddell's. Together, they run Excellence for Yachts, a boat delivery business. Like Mark, Steve is gone quite a bit up and down the West Coast, or to Mexico or Hawaii delivering boats.

"We've always been interested in boats

but it becomes part of your life.

"The people who do this could make a lot more money doing other things, but they love it. We feel fortunate that we can do something that gives so much back to the sport we love."

That brings up reason number two: Because both parties sail, each partner understands the need for the other to be out on the water. "Singlehanded and racing is just part of her nature, part of our nature," says Dan Newland of wife Linda. Dan and Linda are accomplished racers, in both singlehanded and crewed events; and both end up being gone from one another for several weeks at a time. When she gets time away from law school, Linda delivers boats and races when she can. Dan, who works on sailcloth patents for Orcon Corporation, is in the process of building a super lightweight 37-footer that he hopes to have ready for the 1990 Singlehanded TransPac.

"I think what she does is neat. Her accomplishments are her own. I appreciate her for her drive and ambition. To try and demand that she be around when I want her to wouldn't be fair. We allow each other reciprocal freedoms," says Dan.

Hard as it may be for some to believe, the Rudigers' relationship is not unique. Any sailor wanting to transcend the plateau of "weekend sailor" to professional must be willing to fly all over the

Cathi Baddell enjoys one of the "perks" of sailing widowhood — a day on the beach in Mexico with hubby Steve.

and the water," says Cathi. "We even lived aboard our own boat with the kids and the dog for a few years. It wasn't always easy,

COURTESY CATHI BADDELL







Mark and Kay Rudiger at the finish of the '86 Singlehanded TransPac.

Of course, even with an understanding of a partner's need to be on the water, be it for a job or sport, someone is still left home to handle all the exciting things like

in the mail by the second (of the month). So when she was away, I had to change my lifestyle a little so she wouldn't worry. I swore on a stack of bibles that I'd get them out . . . 'No, Linda, I won't forget. You'll still have an apartment when you get home.'"

Susie and Jeff Madrigali also both sail

"From the beginning, our relationship centered around sailing."

bills, taking the kids to the doctor, and fixing the bathroom plumbing.

"When Linda did the Pacific Cup last year, I had to take care of all the mundane tasks that she usually handles," says Dan. "She is by nature much more fastidious with details. I take things in the larger perspective. If the checks get out sometime during the month, well, that's okay. But Linda starts to sweat bullets if they are not

and both occasionally have to be away from home to race. Besides holding down the home front, they have the added responsibility of two children, Amy, almost 2, and Matt, 3. Juggling out of town races and kids is never easy and there are times when Susie would probably like to plot it all out on a spread sheet. For example, this past summer, Jeff was gone for five days, arriving home late on a Monday. On

Tuesday, Susie left to compete in the Adams Cup in Seattle. When she got home, Jeff had to leave again for a week.

"We didn't see each other for 2 1/2 weeks," says Susie. "When I am gone, we have to look to my parents and my in-laws to take care of the kids. Jeff works all day, so he'll pick them up on his way home. Overall, I don't 'leave town' to go sailing as much as Jeff. For him, it's just how it has always been. When we first got married, it was something he really liked to do. Now he has to travel for his job (at North's Alameda loft). I like it better, obviously, when he's around, but I've gotten used to it when he's not."

However they are handled, though, day-to-day chores often take a back seat to the emotions many sailing widows face.

"Sometimes, after the start of a race, it feels like Christmas and all the presents have been opened," says Kay Rudiger. "I get really involved provisioning and putting the boat together, we share the build-up and excitement of the impending race, and then all of a sudden it's over for me. That's when I feel a let down."

Fortunately, most of Mark's races — and he's sailed in numerous crewed and singlehanded TransPacs — have been relatively short and close to home. However, last year, he was gone for four months. The first few months were consumed by a campaign that culminated with the CSTAR (Carlsberg Singlehanded TransAtlantic Race). Singlehanded, he raced the 40-ft Newick trimaran *Ocean Surfer* in a feeder



Kay Rudiger: "Put up the number one, Mark!"

race from the U.S. to England, then turned around and drove the boat to a second in division in the CSTAR itself, which goes from Plymouth, England to Newport, Rhode Island. Two weeks after he got home to Sausalito, he was off again to do





Dan and Linda Newland.

the Kenwood Cup in Hawaii.

Having Mark gone so long was a little unsettling for Kay, but as always she managed to survive Mark's adventuring with her sense of humor intact.

"We celebrate our 10th anniversary this year," she says. "The symbol for it is aluminum. I said, 'What are you going to buy, a new mast for the boat, or an aluminum boat?'"

Linda Newland feels that since both she and Dan are involved with the sailing world, they understand how much the other person really enjoys being on the water. But even that can lead to mixed emotions.

## THURSDAY'S WIDOW

We thought it would make an interesting addition to "Sailing Widows" to get some comments from 1989's "record" widows, *Thursday's Child's* Linda Luhrs, wife of skipper Warren Luhrs, and Mary Brown, girlfriend of Lars Bergstrom. (The third crewman, Courtney Hazelton, is apparently "between commitments".) Warren and especially Linda turned out to be very private people who wanted to avoid the limelight as much as possible — not an easy attitude to maintain with 400 cameras and the eyes of the nation on their every move. But we respected it (well, except for a few photos) and did not pursue an interview with Linda.

Mary Brown, an attractive, dark-haired Australian, was just the opposite. She was enjoying every aspect of *Thursday's Child's* recent adventure, and was more than happy to talk about it from her "behind the scenes" perspective. Here are a few of her comments.

"We were all sitting around the table after dinner when Warren asked Lars if he

ALL PHOTOS LATITUDE/JR EXCEPT AS NOTED

A few years ago, Dan did the SORC (Southern Ocean Racing Circuit) and Linda remembers all those phone calls from

Most spouses who get left at home keep in contact with their sailor by HAM or some other type of ship to shore radio.

"I like it better when he's around, but I've gotten used to it when he's not"

the Bahamas. She was proud and happy for him, but it was tinged with "What I wouldn't give to be on one of those boats!"

"I was dying of envy," she admits. "But I've become very resilient. I take things as they come. When I was younger, I was more 'clutching.' If someone was out of my sight, or I got left at home, I thought I was going to die. I'm not like that any more. There is a lot more trust. Now, I enjoy him going sailing as much as he enjoys me doing it."

And none, at least among this group, think about dangerous situations at sea.

"The one thing I haven't been is afraid," says Cathi Baddell, echoing the sentiments of the others. "I'm never worried he isn't coming back. I know there have been a couple of rough trips, but Steve is very good at what he does. He can fix anything on a boat, and he goes out with only the best people. So I have a sense of him being safe."



Lars Bergstrom and Mary Brown.

wanted to do the trip; to try to break the New York to San Francisco sailing record. Without a moment's hesitation, Lars said, 'Yes!' Then Warren said, 'First you have to ask Mary if it's okay.' Everybody looked at me as Lars asked. I didn't hesitate either: 'Yes, of course,' I said. From that moment on, we both made the commitment to the project and just accepted that we would not see each other for three months."

"I was in charge of breakfasts. I've been a vegetarian for many years and I know a good bit about nutrition. It was great to be

able to contribute something important to their well-being on the trip."

"I was very happy for Lars. I knew the trip would be good for him — you know, clear out the cobwebs. Long sailing trips give him time to think, and he always comes back with lots of new ideas. An example? He's very much a cruising person, so during the trip he worked out most of the design for the 63-foot cruising boat





The sailing *Madrigalis*: (l to r) Susie, Amy, Jeff and Matt.

we're going to build for ourselves."

"When I was in Florida (we live in Sarasota), I was very interested in keeping up with the races and got FAXs every day. When I went back to visit friends and family in Australia, it was harder to follow their progress, but I kept up as best I could."

"I was never worried for the boat because I know how well it's designed and built. But, yes, I did worry some. And you know what about? When they arrived in New York last October after a rough 3 1/2-day trip from Florida, Lars went to jump between two boats and slipped. He broke a knuckle and cut his leg, which required 18 stitches. This was three weeks before they left. A week later, the leg got infected, but he wasn't going to let it stop him from going. I remember him going aboard the day they left with this big bag of antibiotics. At one point during the trip, I learned that he'd banged his leg and it had become infected again. That's the main thing I worried over."

— *latitude*

There are pluses to being a sailing widow or widower. You've plenty of free time and "space" to yourself, for one. Another is what happens at the end of a trip. For most people it means a vacation,

gali had a great time in Mexico when she flew down (without the kids) to meet Jeff after the Cabo Race. Dan and Linda have their own post-voyage ritual. They go off by themselves to the mountains for a few days of uninterrupted quiet.

Although being left at the dock the first time can be a traumatic experience, some couples have learned to do more than just

"We both just accepted that we would not see each other for three months"

meeting the sailor in Mexico or Hawaii, enjoying all the parties without having to spend two weeks bouncing around elbow to elbow on a boat in the middle of the ocean.

After the 1986 Singlehanded TransPac, Kay and Mark Rudiger took off from Hawaii for a 1 1/2-year cruise to New Zealand on their Carlson 29, *Shadowfox*. Cathi met sailors from all over the world when she flew over to Hawaii to meet Steve after the Kenwood Cup. Susie Madri-

live with it.

"I like being a sailing widow," says Kay Rudiger. "When I was in college, my girlfriend and I had our own visions of what the perfect man would be like. Her idea was an intellectual jock. My idea, before I ever met Mark, was the gentle adventurer. That's what Mark is. He always wants to find a new horizon. He leads me to it and I can share in the adventure without taking all the risks. I like that."

— *glenda ganny carroll*



# BAD HOSES:

It's been my experience that most people take rubber and plastic hoses for granted. Unfamiliar with hoses, the general attitude seems to be "a hose is a hose". If a hose fits and looks strong enough for the job, people assume it's a proper application.

Having been in the rubber hose business for 20 years, first as a chemist/compounder and more recently

"The water was all the way up to here," says Jules, putting his hand just above the air filter.

specializing in technical sales, I know different. I've seen injuries caused by common air hoses blowing up when used in high pressure applications. I've seen fires caused by using hoses with the wrong tube compounds for chemically potent solvents. I have seen people become sick from using hoses for potable water because the hoses were not made from compounds approved by the FDA. I have seen leaks and blown

hose ends caused by the use of over-built wire hose that was so rigid the clamps used to secure the ends weren't strong

I discovered —  
much to my horror —  
that we were taking  
on water  
at a terminal rate.

enough to last.

Boat owners should be aware that rubber and plastic hose applications are a highly-specialized field. Hose is an engineered product. As such, any proper application requires prior knowledge of the temperatures, material to be conducted, the working pressure, the environment in which the hose will be used, and whether humans will have to ingest what comes out the hose.

Boat owners having any doubt about which type of hose to use in a particular application should gather the above information and call a reputable rubber products house for help. It is not possible to tell whether a hose is right for a particular job just by looking at it. If it's a critical application such as fuel, marine exhaust or potable fluids, getting the right hose can save you a MAYDAY, a trip to the hospital, or worse.

Nobody knows better than myself. At 2:00 pm. on Sunday, February 27, the engine on *Satori*, my 46-foot Sea Eagle ketch, lost power and the pilothouse began to fill with dark smoke. We were about a mile south of the Point Potrero Reach (Richmond) at the time. Fearing a fire, we shut down the engine. But the discharge light on the engine room halon system indicated there was no fire.

When I lifted one of the hatch covers for a visual check, I discovered — much to my horror — that we were taking on water at what appeared to be a terminal rate. The top of the engine was nearly awash in





# PIPELINE TO THE BOTTOM?

inky black seawater.

Donning lifejackets, I put out a distress call while my son manned the hand bailer. Coast Guard vessel #41507, commanded by BM2 Rothschild, was on station in approximately 12 minutes. By this time we'd been able to lower the level of water in the bilge substantially with just hand bailing. Apparently shutting down the engine had stopped the leak. When the civilian salvor on his way with pumps was diverted to another vessel in distress, we accepted BM2 Rothschild's offer to tow us to the nearest safe haven.

(My esteem for the Coast Guard was raised immeasurably by the conduct of the crew in this incident; I was particularly impressed with their courtesy and their concern for the well-being of my boat. The lash-up they fabricated was amazing, as it allowed them to maneuver my 15-ton, 46-foot boat with ease and precision. The vessel didn't receive even a scratch).

Subsequently I made an investigation of what caused the leaking and smoke. I found that the marine exhaust hose running from the engine manifold to the muffler had blown off, allowing the engine exhaust water pump to flood the engine room with cooling water. The smoke came from the engine exhaust, which was no longer being ducted overboard. The engine apparently died from oxygen starvation, as it soon had nothing more to run on but its own exhaust.

Although the blown hose appeared to be in excellent condition from the outside, and had been double-clamped at both ends, the inside of the hose told a far different story. The hose in question, a



Natural rubber should  
never be used  
around high heat  
or petroleum products.

piece of original equipment from the Taiwan manufacturer, was four years old. The total engine time on the hose was only

43 hours.

The tube and cover of the blown hose was compounded or blended with a large amount of natural rubber, which caused it to give off the distinctive "smoky" smell associated with rubber. Raw natural latex is often coagulated over smoke from wood fires, and the distinctive aroma remains even through extensive compounding with other ingredients to make a finished rubber product.

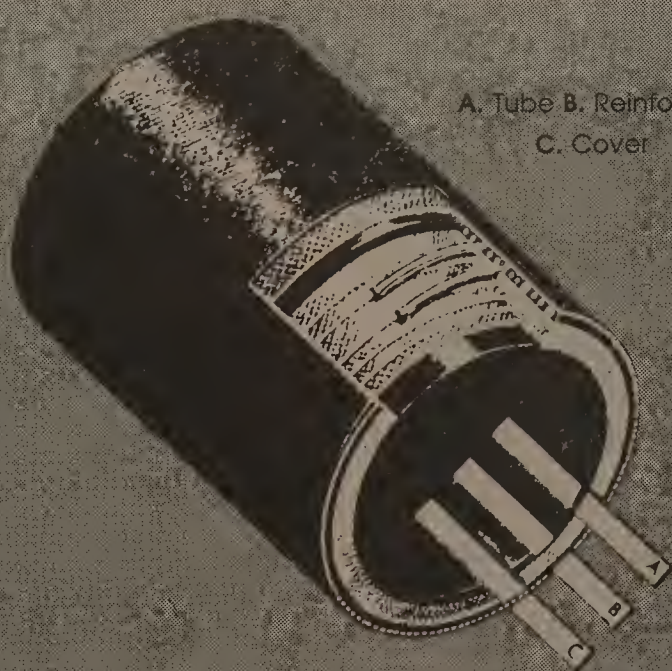
Natural rubber has a lot of

'Satori's' new hose, showing no signs of reversion or of turning gelatinous.

excellent properties, but two places it should *never* be used are in environments having high heat and/or regular exposure to petroleum products. High heat causes cured natural rubber compounds to break down and become soft and gummy. Chemists refer to the phenomenon as "reversion" because the high heat causes the cured rubber to seem as though it were reverting back to its original uncured state. Exposure to petroleum products causes



# BAD HOSES: PIPELINE TO THE BOTTOM?



The number of hoses available for marine applications is great. At left is a four layer hose with an anti-kink wire helix. Right, a three layer hose without wire reinforcement. Made of different materials and varying degrees of strength, no one hose is correct for all applications. Some hoses are even too strong. Coming next month — *Marine Hoses: the Sequel*.

natural rubber to swell and become gelatinous.

On *Satori*, the hose had been exposed to both of its most contraindicated environments — with predictable results. The high heat of the exhaust mixed with the unburned and partially burned petroleum products in the exhaust gases turned the tube into a material with the consistency of black putty. There was nothing for the barbed ends of the exhaust

synthetic rubbers tested for their ability to take high heat and exposure to petroleum products. Spare marine exhaust hoses, cut to the proper length for each installation, will also be carried aboard.

I recommend that my fellow boat owners pay particular attention to their marine exhaust hoses when inspecting their vessels. Hoses in critical installations, such as coming directly off the engine manifold, should be pulled periodically and inspected

The first has to do with my VHF radio, which went on the fritz the week before the exhaust hose incident. I took it in to have it fixed and gave some thought to sailing that weekend without a radio. What the hell, nothing had happened to me before. But a little voice kept saying it would be stupid to go without one. Since I wanted a back-up radio anyway, I bought a little hand-held VHF. It was that hand-held I used to send my MAYDAY.

The second has to do with safety inspections by the Coast Guard Auxiliary. Last year the local flotilla sponsored a two-day inspection blitz of our marina. They went around to as many boats as they could find, offering free inspections and stickers for boats that passed. When they got to my boat, I declined, claiming I had too little time; in reality, I just didn't want anybody to find anything wrong with my boat. My wife shamed me into finding the inspector and inviting him back. The inspection was painless and I learned a lot; so much I invited *them* this year and got my inspection sticker early. When the Coasties boarded my boat for the post-emergency safety check, I simply pointed to my inspection sticker. "Oh, good," said the boarding officer, "that'll save us a lot of time." Let me tell you, it's a whole lot better to be caught by the C.G. Auxiliary than by a Coast Guard boarding officer. Having that sticker can save you a lot of time and embarrassment in an inconvenient place.

— jules gilpatrick



fittings to grab onto, no matter how tightly the double clamps were turned.

All engine hoses conducting exhaust or exhaust cooling water aboard *Satori* have been replaced with Titan SS-269 marine exhaust hose, specially compounded from

A little voice kept telling Jules it would be stupid to go sailing without a working VHF.

on the inside for tube deterioration.

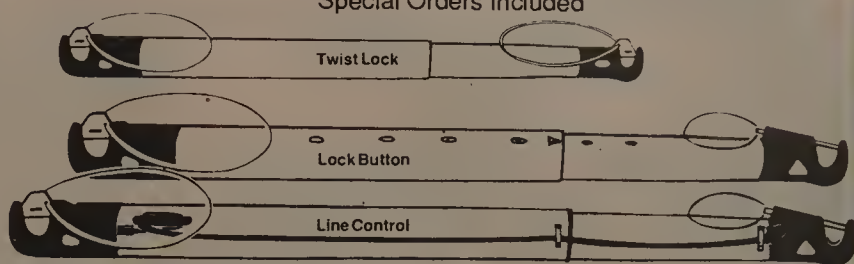
P.S. Two things I wanted to add to the "God, am I glad I did that" department:





**SALE 35% OFF LIST  
ON ALL WHISKER POLES!!**

Special Orders Included



**at  
West Marine Products**

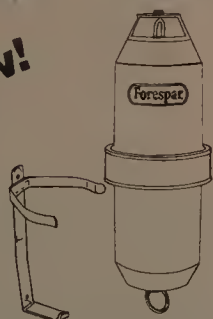
**Get downwind faster and easier  
with a  
quality Forespar whisker pole!**

(Not all models displayed in all stores)

Forespar Model # (#s are closed extended dimensions in ft.)	For boats to mod. to heavy air*		For boats to light to med. air		tube dia inboard outboard	WMP Model #	List	Reg	Sale!	You Save
	using a jib	using a genoa	using a jib	using a genoa						
ADJ 4-8'			16		1	111153	\$53.05	\$46.50	\$34.50	\$12.00
ADJ 6-12'	16		22		1 1/4	111179	\$72.60	\$64.95	\$46.95	\$17.00
6-12 DL*	16		22		1 1/4	112110	\$77.50	\$67.50	\$49.95	\$17.55
HD 6-12 DL	22	16	25	27	1 1/8	111369	\$182.50	\$159.00	\$118.50	\$40.50
7-17DL	25	22	28	25	2"	112151	\$239.35	\$209.00	\$155.00	\$54.00
*Poles come with Lexan mast pad eye. Poles larger than 6-12 do not include any mast fittings										
ADJ 8-14	28	22	30	28	1 1/2" 2"	111195	\$238.80	\$209.00	\$155.00	\$54.00
ADJ 10-18	33	28	33	33	2" 2 1/2"	111138	\$375.20	\$329.00	\$239.50	\$89.50
ADJ 12-22	35	35	35	33	2 1/2" 3"	111146	\$503.40	\$439.00	\$327.50	\$111.50
LC 8-14	28	22	30	28	1 1/2" 2"	190884	\$358.75	\$319.00	\$233.00	\$86.00
LC 10-18	33	28	33	33	2" 2 1/2"	190892	\$427.90	\$379.00	\$278.50	\$100.50
LC 12-22	35	33	35	35	2 1/2" 3"	190900	\$555.45	\$489.00	\$359.50	\$129.50
LC 13-24	46	35	46	46	3" 3 1/2"	317248	\$849.50	\$749.00	\$549.00	\$200.00

NOTE: Recommendations are conservative. We don't want you to break your pole!

**New!**



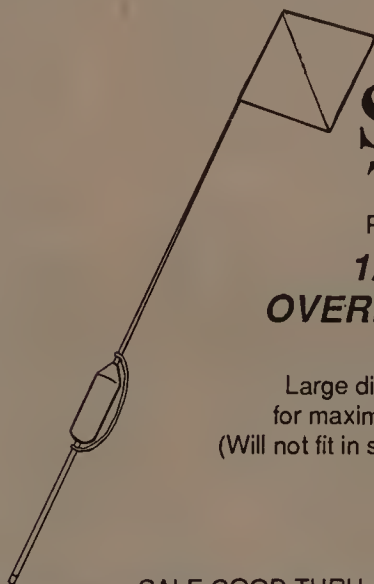
**Sale  
59.95**

Reg \$67.95

### WATERLIGHT STROBE

When thrown into the water this new strobe/marker light will flash brilliantly for over 52 hours at the USCG required rate and still flash once every 2 seconds for up to 7 days! Requires one 6V battery. Includes a stainless mounting bracket.

Model 363075



**Sale  
74.95**

Reg \$84.95

### 12' MAN OVERBOARD POLE

Large diameter float for maximum stability  
(Will not fit in stern tubes).

Model 317883

SALE GOOD THRU 4/30/89



**Sale  
32.95**

Reg \$42.95

### CAPTAIN HOOK MAINTENANCE KIT/BOATHOOK

Consolidate your long handled maintenance tools into one easy to stow kit. It serves as a 4-8' telescoping fiberglass boathook, a long handled brush or a long handled mop. Really handy.

Model 190793

**West Marine Products**

**Quality Boating Gear and Apparel at Discount Prices**

Seattle  
(206)282-2021  
Seattle  
(206)789-4640  
Portland  
(503)289-9822

Stockton  
(209)464-2922  
Oakland  
(415)532-5230  
S. San Francisco  
(415)873-4044

Sausalito  
(415)332-0202  
Santa Cruz  
(408)476-1800  
Palo Alto  
(415)494-6660

Marina Del Rey  
(213)823-5357  
Long Beach  
(213)598-9408  
Newport Beach  
(714)645-1711

San Pedro  
(213)833-0717  
Dana Point  
(714)493-4455  
San Diego  
(619)224-8222

**15 STORES TO SERVE YOU!** Open 7 days a week. Mon. - Sat. 9 to 6, Thurs. 'til 8, Sun. 9 to 5.  
TOLL FREE PHONE ORDERING - California - 800-283-6070 - Outside Cal. - 800-538-0775 Visa & Mastercard gladly accepted.



# BIG DADDY REGATTA:

Remember the scene in *The Wizard of Oz* when Dorothy's

switches from black and white into throbbing technicolor



What a wonderful Wiz he is: Jim Antrim.

house jibe-broaches into Munchkinland? Remember how Dorothy timidly steps out onto her porch, whereupon her world

— prompting our heroine to utter that now-immortal understatement, "Toto, I have a feeling we're not in Kansas

*Ringmaster* leads the circus past Blunt.

anymore"?

Metaphorically speaking, the Bay Area racing community left Kansas on the weekend of March 11-12. Over six hundred sailors in 106 boats left behind the familiar PHRF rule — a performance handicapping system which is flawed almost by definition — and spent two days exploring the brave new world of IMS, the much ballyhooed International Measurement System.

The occasion was Richmond YC's seventh annual Big Daddy Regatta, and although dabbling with IMS may not have been as mind-altering as suddenly having your world colorized and finding yourself surrounded by midjets in leiderhosen singing the "Ding Dong" song, it was an eye-opening experiment for all involved.

The popular Big Daddy Regatta, which pioneered the now standard Bay Area race format of two races Saturday and one long race Sunday (with the obligatory Saturday night blowout in between), provided the perfect venue to



*Movin' On*, in foreground, movin' up.

baptize the masses into the wonders and vagaries of IMS. In keeping with the regatta's official motto — "let's get serious about having fun" — host Richmond YC kept it light and laid-back from the beginning, offering IMS "uncertificates" from the "Wizard of El Sobrante", better known as naval architect Jim Antrim.

The Wizard cooked up the mostly fudged IMS "unratings" for the weekend by using an elaborate and mysterious system known only to himself. Some boats — 14 to be precise — actually came to the regatta with valid IMS certificates. These ratings the Wizard called "real" (clever

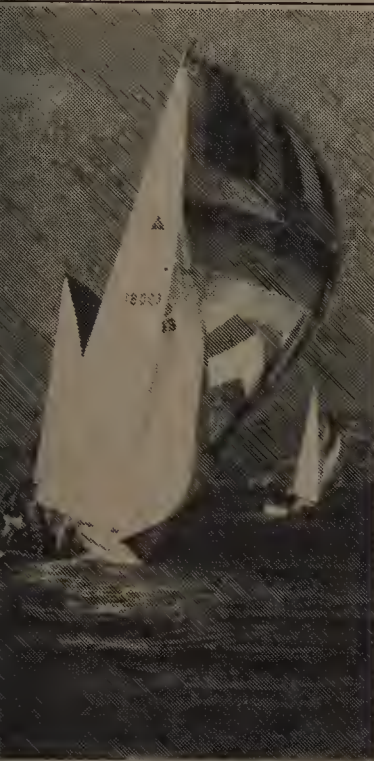
guy, that Wizard).

The next category of ratings were for production boats who didn't have an IMS rating, but who have a sistership somewhere that has one. The Wizard shamelessly borrowed the sistership's rating to handicap this category





# OFF TO SEE THE WIZARD



26, and even a 21-year-old Van de Stadt ULDB — the wily Wizard had to sharpen his pencil and actually earn his paycheck. These latter ratings, which he cranked out for 26 boats, the Wizard humbly called "wizzed".

**H**ow well did the El Sobrante sorcerer's ratings work out? Unfortunately, despite gentle 10 to 15 knot breezes and flat water (i.e., flood tides) throughout the weekend, the results of the Great IMS

Experiment were inconclusive. The problem didn't have to do with the Wizard; rather, it was due to some uncharacteristic screw-ups on the part of the Richmond YC race committee. The racing was meant to consist of three races — 8.7 miles, 6.7 miles, and Sunday's 17 mile

of entrants. These ratings, which were applied to 66 boats, the Wizard naturally called "sisters".

But for the rest of the fleet — a smorgasbord of battle-scarred IOR veterans, Farris of all persuasions, assorted large cruisers, a multihulled Dogpatch



pursuit race — all of which approximated Olympic triangles (55% upwind).

Only the first race occurred as intended; the second race on Saturday exceeded the mandatory five o'clock time limit for most boats, a situation that probably wouldn't have occurred if the race committee boat

*Wildfire*, at right, burning up the course.

*Hola, amigos!* This year's shoreside theme was margaritas and Mexicana.

hadn't been late to the starting area. But no one seemed overly bent out of shape by this turn of events — after all, the sooner everyone got off the race course, the sooner the party would start to roll. "Hey, you've got to have some priorities in this world," deadpanned race

promoter John Dukat.

Certainly, no one was let down by the shoreside festivities on the Richmond Riviera: strolling mariachis and free beer welcomed the fleet back to the docks, and later in the



Leeward mark action on Saturday. Lack of same was Sunday's downfall.

evening, after a Mexican "fast food" dinner, a hot rock n'roll band took over. "I've never seen so many people dancing in the clubhouse," claimed Dukat. "Why even the Wizard abandoned his computer and was out boogying on the dance floor!"





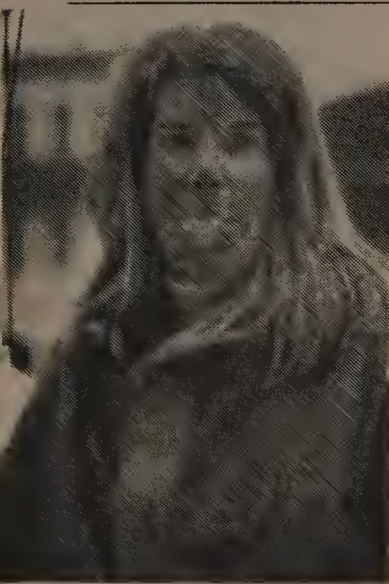
# BIG DADDY REGATTA:

Unfortunately, Sunday's race suffered a fate more cruel than



The unmistakable profile of the regatta's namesake, Bob "Big Daddy" Klein.

Saturday's second race: the last mark of



And your little dog, too!

the long twice-around triangular course — Mark 14 near the top of the Berkeley Circle (the

one that's about as big as a coffee can and equally hard to find) — was missing. Accordingly, the RC put out an orange inflatable, but in the foggy conditions — and without an "M" flag signalling a missing mark being displayed on a crash boat — most everyone sailed merrily past the mark and into oblivion.

Regrettably, the race had to be thrown out — which everyone, including the Big Daddy himself, Bob Klein, felt was the only solution. For the record, Greg Paxton was leading the race on the Express 27 *Summer Palace* when it was abandoned, though Jim Svetich and Chris Corlett were in the passing lane on their Express 37 *One Eyed Jack*, and probably would have won had the race been completed.



So, despite the high hopes for the weekend, the jury's still out on IMS. The general consensus seemed to be that it's the hip new rule — if

it's any indication, Myron Spaulding and Dick Horn are supposedly measuring 30 more boats before

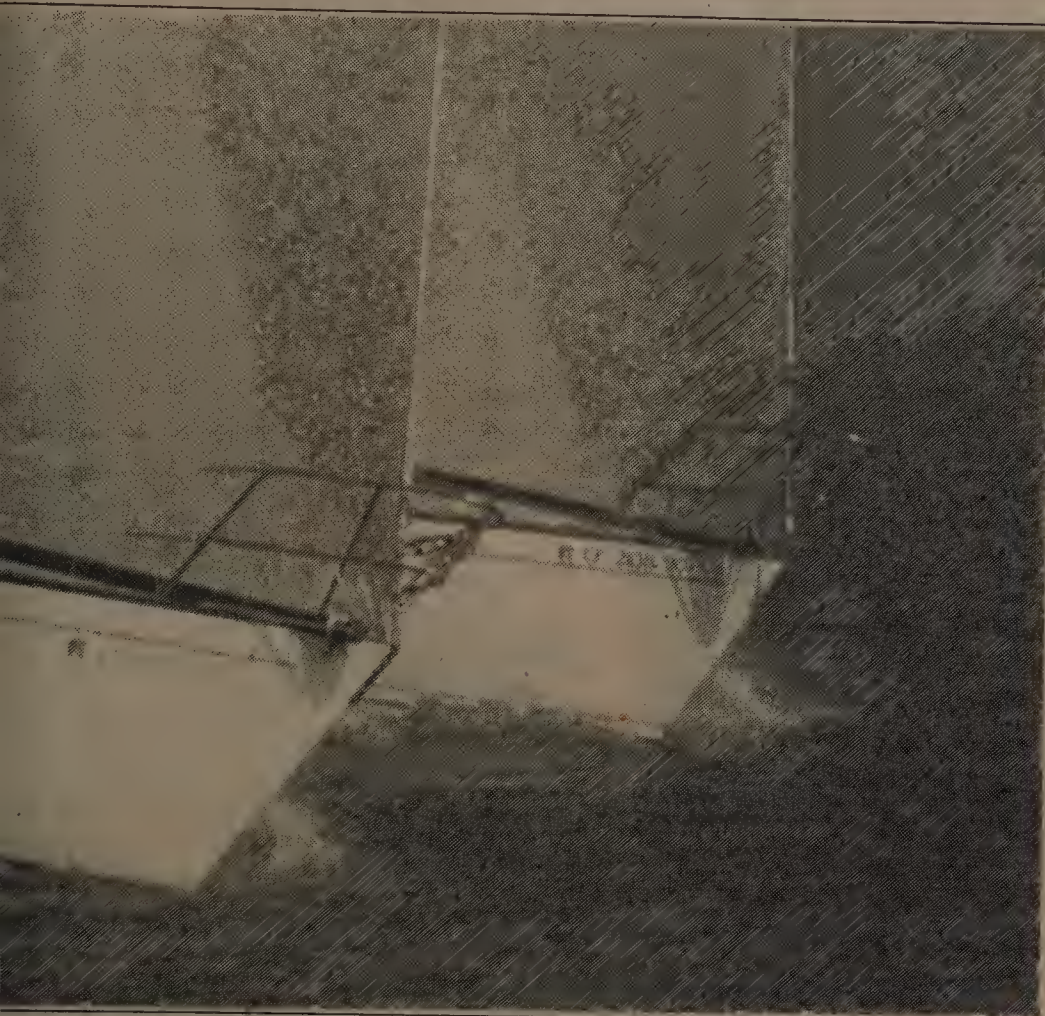
Easing on down the road.

the summer season gears up — even if it's pretty hard to understand. "The choice is obvious," figures Sausalito sailmaker Jim Leech. "You can get into IMS





# OFF TO SEE THE WIZARD



or stay on the PHRF bunny slopes."

Two well-attended seminars on IMS, one by Gary Mull on Friday night and one by Bartz Schneider on Sunday morning, did answer a

Dueling bow pulpits.

lot of questions. Nonetheless, in the words of resident yachting wit Steve Baumhoff, "IMS takes some getting

used to."

What did the Wiz think of the experiment? "It worked out surprisingly well," said Antrim, "The well-sailed boats won, like Don Trask's new J/33, and all the top boats were very close to each other on corrected time." What was particularly noteworthy to Antrim was the relationship between a boat's PHRF and IMS ratings: "Assuming the IMS ratings are 'right', you can identify some pretty obvious anomalies. For instance, the Express 27 either has a lousy PHRF rating or a good IMS rating, depending on how you look at it."

Altogether, everyone enjoyed a weekend of "serious fun" while climbing up the steep part of the IMS learning curve.



Dorothy was right: we're not in

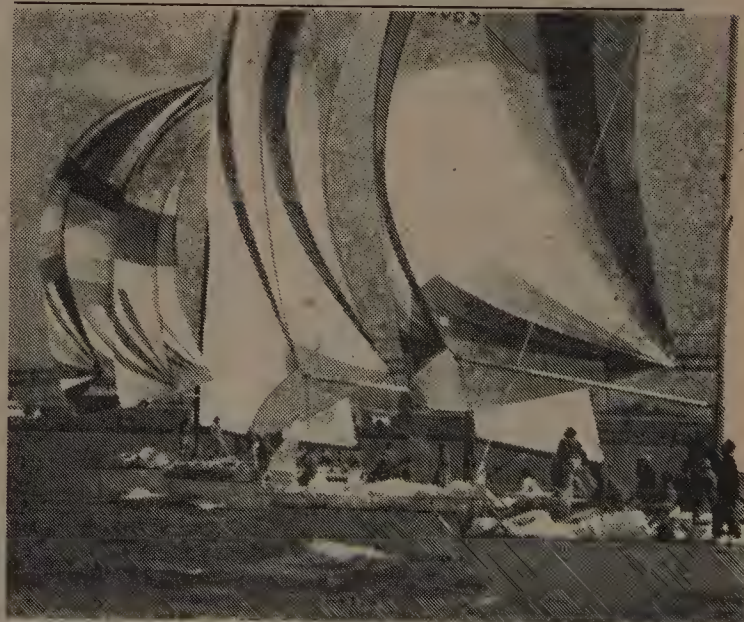
better handicap rule, one that will hopefully revitalize the sport of



Kansas anymore — we're collectively a few steps, maybe even a few blocks, down the Yellow Brick Road on the way to finding a

Courage.

yacht racing. It's going to be a long trip, and it's about time we got



There's no place like home...

underway.

Results of the Big Daddy appear in *The Racing Sheet*.

— latitude/rkm



# MAX EBB —GETTING

My hands shook when I saw that it was a protest form that I was removing from the plain envelope with no return address.

"They couldn't be protesting me now!" I practically said out loud. "Damn it, we won that race clean!"

But I also knew that if in fact we were being protested for that alleged short tacking incident during the last midwinter race,

Driving to the marina on the appointed day, I suddenly realized that I had made a terrible oversight. I had completely forgotten to bring a gift. I was already a little late, and a detour to the chandlery would probably take most of an hour. Besides, I had no idea what equipment might

"Let's see how many people we can fit down below at one time!"

we'd have a tough time fighting it off. Even though I knew beyond a doubt that our tack had been completed in time, the burden of proof was on us. It could cost us our place in the series.

Sure enough, the "PROTESTEE" section of the form had my boat's name on it. Next my eyes fell on the line labeled "Helmsman" in the "PROTESTOR" section. The name shown was a woman who had crewed for me occasionally, a graduate student at the university and one of Lee Helm's friends.

Was she sailing on that boat that we tacked in front of? I didn't remember seeing her, certainly not at the helm.

But there was something else a little funny about this protest form. The "Sponsoring Club" listed was the university sailing club, and not the yacht club that had actually sponsored the regatta. And the date that was more than a week from now, not last Sunday. The list of witnesses was strange also. I was listed as a witness, so was Lee Helm, and so were about 30 other names, most of which I didn't know. And under "Rule(s) applicable" the form cited "71.2, interested parties; 75, misconduct; 73.4, failure to attend . . ."

This was definitely the strangest protest form I had ever seen. But the "Description of the Incident" finally cleared things up. It explained that the "protestor's" new boat would be at the sailing club's dock next Saturday for a New Boat Party, and that all the "witnesses" were invited.

"I've been had!" I muttered (with great relief) as I marked the date in my appointment book, and then slipped the invitation into a special file I keep for particularly clever or mischievous communications.

already be on the boat, or what new gear (of appropriate cost) the new owner might need or want. I was passing a supermarket on the right, and a crash-tack put me in the parking lot. Five minutes later I emerged with a bottle of navy rum, a large roll of duct tape, and a can of WD-40. My problem was solved. I would swing by my boat on my way to the sailing club to wrap the gifts with old charts and telltale yarns.

The party was well underway when I finally arrived. An old fiberglass boat about 24 feet long was tied to the dock. It was the sort of boat that had once been marketed as a modern family cruiser and one-design racer, but now it looked tired and obsolete, with faded topsides, cracked windows, and oxidized spars. The new name, however, had been freshly painted on both sides: "First Mistake II". And the rig was covered with every description of flag, burgee, and football pennant — not exactly the accepted method of "dressing ship".

The overall effect, however, was reasonably festive considering the obvious age of the boat. The deck was covered with people, most appearing to be graduate-student age, and the music was turned way up. The spread of food and drink was impressive for a Saturday morning at a college sailing club. Lee introduced me to her friend and now yacht-owner.

"Congratulations," I offered as I handed her the hastily prepared gifts.

"Thank you so much," she said with genuine sincerity. "I know I'll use them eventually."

The duct tape and WD-40 were both



Boat stuffing: not the brightest idea in the world, but fun.

added to a large pile of roles of duct tape and cans of WD-40, while the rum was added to the drink table on the dock.

"Tell me," I asked, probably not concealing the fact that I didn't think very highly of her choice of yacht, "Why did you decide to buy one of these old boats?"

"I just had to buy this boat," she explained, "when I discovered it's exactly as old as I am!"

"She got it for a really awesome price," added Lee. "I mean, like, they practically gave it to her. Have you been down below?"

"Not yet," I said. "Let's take a look."

We stepped aboard and climbed



# THAT SINKING FEELING



old turkeys!"

"Good point," I agreed.

"You know, after two or three years," said the other guest, "the berth payments alone are going to add up to more than what this boat is worth. Then add insurance, and the haul-out, and a few trips to the chandlery, and the first-cost becomes a very small part of the cost of the whole operation."

"That's just because the market is so soft for old boats like this," said guest number one. "I think the price was artificially low. It's not an unreasonable type of boat at all for someone who's still in school."

"We're sinking!" someone yelled from out in the cockpit.

Nobody was particularly excited by this news. If we really were sinking, those of us in the cabin, not the cockpit, would be the first to know. We also had a very good idea what was causing the problem. However, it's not good form to have an inexperienced guest believing that the boat they're on is going down, even when tied to the dock. So Lee picked up the two corks from the wine bottles that were sitting on the cabin table, and passed them up to the cockpit.

"Try these," she suggested.

"Perfect, just what we needed," said the new owner, who proceeded to put them in the cockpit scuppers.

Evidently the large number of guests and well-wishers on board had brought us down so far below design waterline that the cockpit sole was now below sea-level, and the scuppers needed to be plugged.

"I still think she could have done much better," continued one of the guests in the cabin, "by spending a few thousand more and getting a more modern boat. The market for better boats is every bit as soft as the market for these old buckets. If you consider what it would cost to pay the in-

down into the cabin, which was surprisingly spacious for such a small boat. There was even a miniature cabin table, on which two soon-to-be-empty bottles perched. The obligatory bowl of fruit and bunch of bananas, just like at the boat show, were properly positioned. Two guests were already sitting on the settee berths discussing the price of their friend's new acquisition.

"Talk about a great deal!" one of them exclaimed. "Why, just five years ago, these boats were selling for twice, maybe three times the price. And this one's actually not in such bad shape, if you don't mind the ratty looking gel coat."

"And those windows," said his friend.

"An LPU job and some paint on the spars should fix it up reasonably well,"

"Along with some new lexan windows," I suggested.

"The lexan windows might be worthwhile," he answered, "but refinishing the topsides is going to cost more than she

paid for the boat! And after she's done, what will she have? Even if it's restored to cherry condition, it'll still be one of these

"We're sinking!"  
someone yelled from out  
in the cockpit.

terest on a loan for another \$5,000, say, it's only a small fraction of the monthly costs of owning this boat."

"Like, I tried to convince her of that," said Lee. "We worked it out in horrendous detail. But her budget just goes so far and

LATITUDE/JOHN R



# MAX EBB —GETTING THAT SINKING FEELING

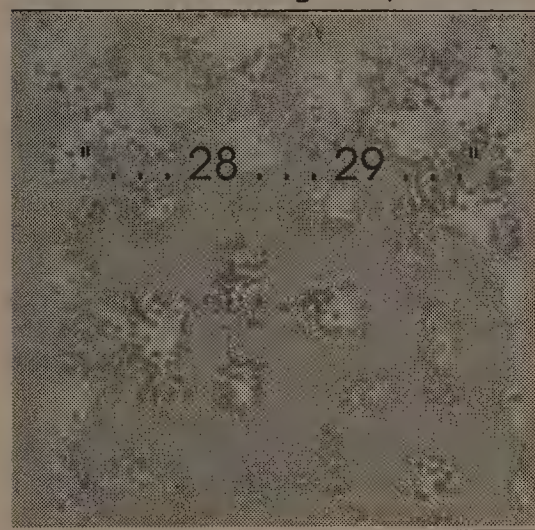
then just gives up. I mean, the awful truth is, this is the only boat she can afford!"

"She could have gone in with a partner," one of the guests suggested.

"That's hard to do with a boat that's going to be used mainly for overnight trips and daysailing. Things are personalized too much. It's almost like sharing a bedroom with someone you don't really know very well."

I noticed everyone present nodding in solemn agreement, evidently thinking of recent experiences with roommates in college dorms.

"The partnerships that work," he added, "are the ones for racing boats, where the



purpose of the boat is more clearly defined. Then it's easier to make joint decisions about what kinds of equipment to buy and things like that.

"And then there are the older partners that never use their boats, and let someone else have it for the berth payments."

A few more guests piled into the cabin, and we found some more plastic wine glasses to fill and pass around.

"Actually I think this is an ideal boat for a first-time owner," said the guest after a few more sips of wine. "The first time she crashes into something big and puts a huge scratch down the side of the hull, she'll be glad she didn't borrow money for something more expensive and modern."

"It's almost disposable," said his friend.

"Did you see these sails?" said one guest who had been crawling around up forward. "Feel this spinnaker material — still crispy!"

"Yeah, but I'll bet it's a cross-cut," remarked a skeptic.

"No, really, some of these jibs feel like they're in pretty good shape also. I bet this boat gets sailed more this summer than it's been sailed in the last fifteen years!"

Two more people attempted to squeeze into the cabin, this time with drinks and

trays of food in their hands.

"Plenty of room!" we insisted, and attacked the food.

Then someone on the dock had a terrible idea.

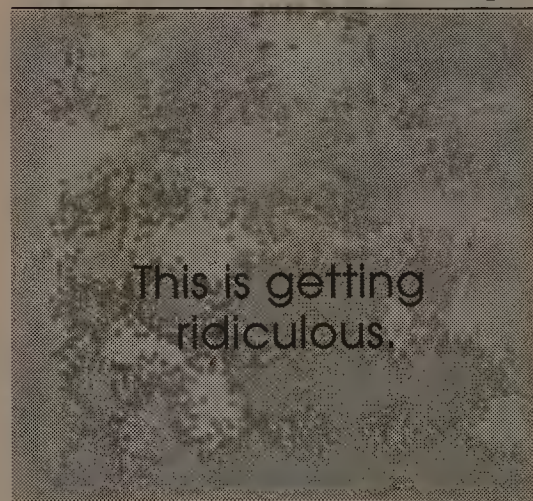
"Hey, I know what we should do!" he said. "Let's see how many people we can fit down below at one time!"

"Yeah! Let's do it!"

There followed a seemingly endless procession of humanity down the companionway. Lee snuck into the quarter berth to keep track of the official body count, while I was pushed forward into the V-berth. When the count was in the mid teens, three or four people had joined me up forward. At 20, it was beginning to get extremely tight. I could just barely hear Lee counting above the groans and laughter. I was becoming tightly wedged between two young women who I had never even seen before (not an unpleasant sensation by any means) and a male guest who could easily be on the basketball team. Someone's German shepherd, looking extremely confused, crawled into the forepeak to join us.

"28 . . . 29 . . ." I heard Lee count. This was getting ridiculous.

But then I had a horrible thought.



What if the rail goes underwater? If the cabin floods, we'll all drown before we can escape!

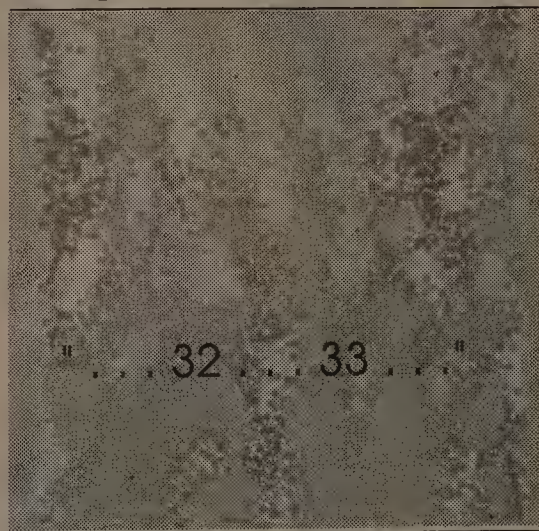
There was a hatch in the foredeck above me, and with luck, I might be able to get it open. With a panic-induced adrenalin rush, I loosened the corroded wingnut on the hatch dog, and opened the latch. Wriggling into position under the hatch, I breathed a sigh of relief when I was able to push it partway open.

But it was premature. The hatch

banged against the spinnaker pole, stowed with one end on the mast track just above the deck, and the other end at the bow.

"32 . . . 33 . . ." I could just barely hear Lee.

There was not quite enough room for me to get my hand out of the hatch and



onto the spinnaker pole. I squirmed over some more nubile young bodies for a better reach out of the hatch. I felt the pole, then I felt what could be a trip wire, and prayed that the piston in the pole and fitting wasn't as badly corroded as the hatch dog. (Remember, there are no atheists at sea.) I pulled on whatever wires I could feel. Thank Poseidon, the pole jaw opened and the pole fell to the deck. I could open the hatch. I was free!

After extricating myself from that ship of brain-donors, I stood on the dock in total amazement as the count finally stabilized at 36 people (of course I knew it was really 35). The freeboard around the cockpit coamings had to be less than 6 inches. I took another hors d'oeuvre, said goodbye and congratulations to Lee and my host (they couldn't hear a word), and drove off to the other side of the marina to spend the rest of the afternoon working on my boat, hopefully under far more civilized conditions.

Whatever you can say about the state of the sailboat industry these days, there's no denying that a lot of entry-level boats are being sold to a lot of entry-level owners. These are buyers who, for the most part, would never be able to afford boats at all if the market was "healthy." I think it's a great trend, with enormous long-term benefits to the sport (if not the business) of sailing.

And claustrophobic as it was, I had to admit boat stuffing was more fun than stuffing ourselves in telephone booths, the rage of my college days.

— max ebb



# CLUB LAS HADAS

MEXICO'S YACHTSMAN'S PARADISE

## Club Las Hadas

### Marina & Yacht Club

is the largest privately built marina in Mexico and host of the "International San Diego Manzanillo Regatta". 1,100 sq ft of floating dock with electrical installations for 110 and 220 volts, tap water, rest rooms, showers, fuel service and commercial plaza with restaurants, shops and delicatessen. Club Las Hadas also has tennis, golf and a club house available.

## Club Las Hadas:

*More enjoyment in one marina than in all of Mexico.*

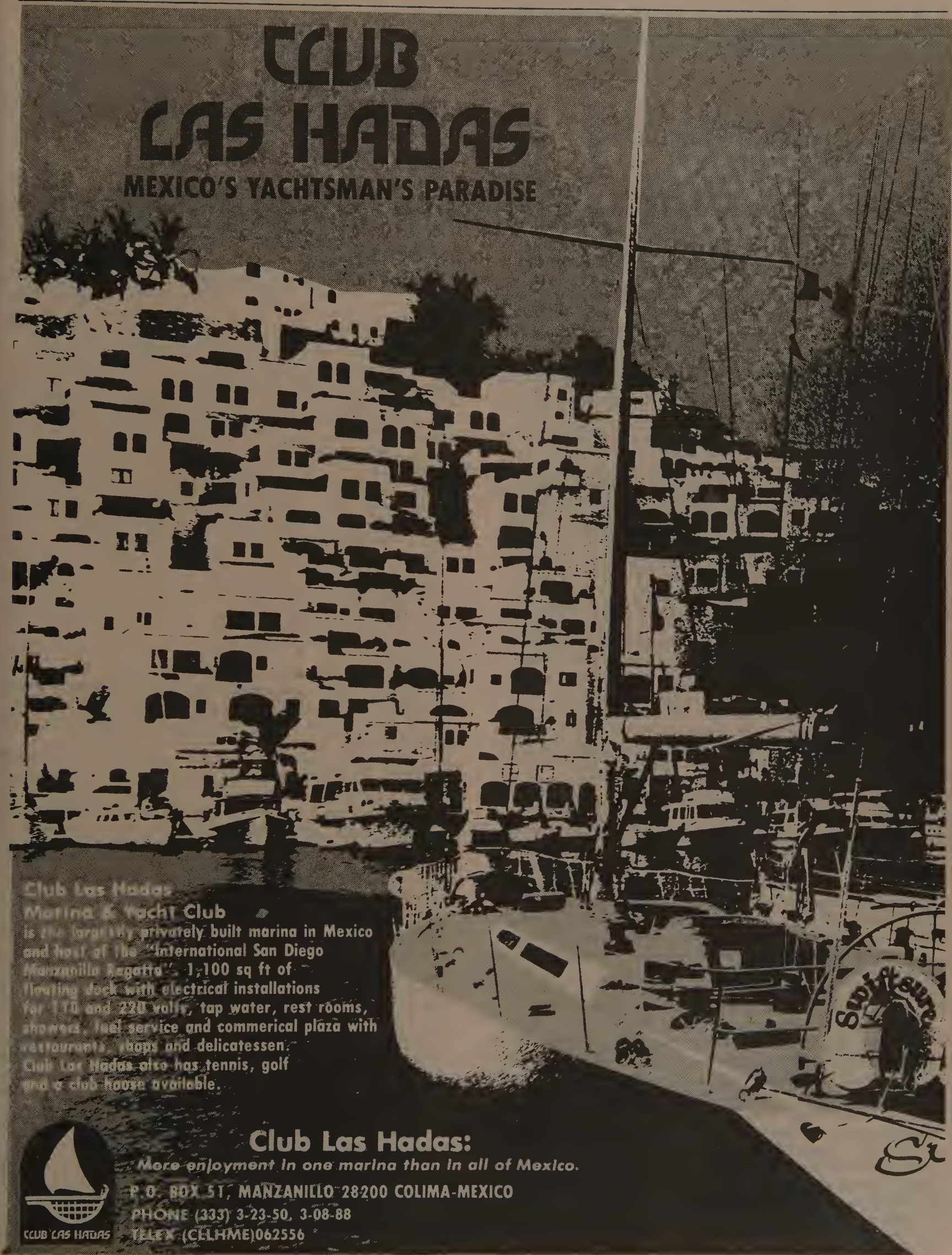
P.O. BOX 51, MANZANILLO 28200 COLIMA-MEXICO

PHONE (333) 3-23-50, 3-08-88

TELEX (CLHME)062556



CLUB LAS HADAS





# 1989 CREW LIST —

**W**e can't believe it. All these years and it's still not right. Somebody really ought to tell the Big W.

As dedicated wordsmiths, we are of course referring to Webster's definition of a word near and dear to our hearts — "cruiser". Even the newest edition of the Dictionary, which we might mention includes such new words as "Fax", is way off the mark when it comes to cruiser. Their three definitions are: "1. Fast warship of medium tonnage; 2. A squad car; 3. A motorboat equipped with living facilities."

Obviously, old Merriam has never met the people or set foot on the sailboats we all know as cruisers.

Maybe it's just as well. The people who count know, which is why so many of you signed up for the 1989 Cruising, Daysailing and Co-chartering Crew List. (We figure you daysailors and co-charterers are simply "macro" (micro?) cruisers. In fact, in our book anyone who sails for fun and relaxation rather than speed or money is a cruiser.)

We suggest what follows is best read in the "cruising mode." So get comfortable, kick off the shoes, maybe catch a few rays, grab the refreshment of your choice and let's get to it. But first a toast. We've personally clinked our lemon Calistoga against each and every issue — hey, we are working, you know. To complete the toast, simply touch this issue to your own glass. Cheers: here's to luck finding the right boat and/or right crew to make "cruising" live up to your most imaginative and optimistic definition.

**O**kay. We've been through this next part so often we could write it with our eyes closed. (See? Wd could ≥ writ ir wi\*th roou eyesa d5closed . . . ) But as a sage, if somewhat unorthodox, writing teacher once pointed out, "Assumption is the mother of f\_\_ups." So for the Crew List "virgins" among you, here's the drill:

We print three Crew Lists a year. One, in the fall, is for Mexico-bound boat owners and crews only. The other two, printed in the March and April issues are for everybody: racers, cruisers, daysailors and charterers. Since the racing season begins soon, we always print that list first, in the March issue. This allows crews and boats to get it together in time for the early races of the season. The Cruising/Daysailing/Co-Chartering Crew List, largest of the three, is where you are now.

The directions are simple. With each name listed on these pages is a phone number and a bunch of coded information that gives a brief synopsis of that individual's (or couple's) sailing desires, skill level and other pertinent information. If you want to participate — either get on a boat as crew or get crew for your own boat — simply match the numbers at the end of each entry with the explanations in the gray "Code" box until you find someone whose qualifications meet what you're looking for. Then simply call that person up and arrange to go sailing.

But before you do, have you heard the one about the devil and the lawyer having lunch together? After they polish off the *entree* and a few martinis, the devil gets down to business.

"Okay, here's the deal. Within one year, I'll make you famous and successful beyond your wildest dreams. Everybody in America will know who you are, and every good looking babe you meet will want to jump your bones. You'll make at least \$1 million in that year, and within three years, you'll be able to retire as one of the richest men in the country.

"In return," he continued, popping a gin-soaked olive into his mouth, "I get your soul; plus the souls of your wife, your children and all of your friends."

He leaned back. The lawyer leaned forward, a look of suspicion and distrust on his face.

"So what's the catch?"

**Y**eah, we liked it, too. The reason we insert it here, though, is that it introduces an important point about the Crew List: There is a catch. It is that you use the List at your own risk. We supply the information; what you do with it is up to you.

If that sounds a little heavy, sorry. It's not meant to imply that using the list is like calling the Ayatollah to ask for an autographed copy of *Satanic Verses*. There are two reasons for the disclaimer. One, as you can easily deduce, is to protect our posteriors if that one in a million accident does take place. The other is to bring the gonzo dreamers among you back down to earth for a minute. Yes, cruising, daysailing and co-chartering can all be wonderful experiences. They can also be cold, frightening, boring, a lot of work, and occasionally dangerous to your health. As far as we know, we've never lost a Crew Listee, nor to our knowledge has one ever been injured even semi-seriously. But it can happen, which is why we require everyone using the List to read, understand and acknowledge the following:

The Latitude 38 Crew List Advertising Supplement is for informational purposes only. Latitude 38 does not make or imply any guarantee, warrantee or recommendation as to the character of any of the individuals participating in the Crew List, the condition of the boats, or the vagaries of any weather you may encounter as a result of using the supplement. You must judge and/or accept responsibility for those things yourself.

If you're still with us, good for you. What would life be without at least a little uncertainty?

**Y**ou don't have to be listed here to use the Crew List. Just pick up the phone and start dialing. However, if you want to join in the festivities at the April 5 Crew List Party, you'll have to fork out the big bucks just like everybody listed here had to: \$5 for crew looking for boats and \$1 for boat owners looking for crew.

Traditionally, the Crew List party has been a low-key but fun excuse for us to close up the office early, and for Crew Listees to meet one another on "neutral ground." It's also a great excuse to just come and talk boats on a Wednesday night with a bunch of people who share your enthusiasm. And since this party is for both racers and cruisers, there is always plenty of spirited conversation. To make "connecting" easier, everybody wears color-coded name tags to identify them as boat owners or crew. Assume those without tags are "just here for beer." Mingling is encouraged. The '89 Crew List Party runs from 6 to 9 p.m. at the Corinthian YC in Tiburon. Sorry, no T-shirts this year, but there will be plenty of munchies and a no host bar.

Finally, a few official Crew List pointers from someone who has been to every single Crew List party and has heard nearly all the lines — us.

\* Don't misrepresent yourself or, if you're a boat owner, your boat. We've heard owners' claims of rough weather sailing that were so transparent they could be commercials for Glass Plus. We've also overheard potential crew mention that among the billion or so sea miles they'd accumulated were some spent on one of the "white-bread" around the world maxi boats. The name is "Whitbread". Believe us, where sailing is concerned, exaggeration will come back to haunt you. Don't do it.

\* What do the Latitude 38 Crew List and "Giveaway Day" at the Mustang Ranch have in common? Absolutely nothing; so give the ladies listed here a break and don't embarrass them and yourself with lines like "Of course, sex is required" (part of a true "inter-



# ANY WAY YOU LIKE IT

## MEN LOOKING — CONT'D

Cameron, 39, (916) 721-6587, 41' Gulfstar sloop, Mex/Carib & beyond, Summer '89 ..... wants 2 / should 1,2,3,7,8.  
C. Owen, 51, P.O. Box 116, Port Angeles, WA 98362, Garden 42 Schooner, So. Am., NZ, Aust, etc., Fall '89 ..... wants 2 / should 2,3,7.  
Frank Seellinger, 39, 992-A, Ponderosa Ave., Sunnyvale, CA 94086, (408) 720-1482, Catalina 30, S.F. Bay & Coastal, year 'round ..... wants 2 / should 2,3,7,9.

view").

\* Finally, try to be realistic in your expectations. Cruising, day-sailing and chartering can all be wonderfully satisfying pursuits, but they won't be so every time or every day. Compared to houses, most boats are very short on room, amenities and privacy. Then again, you can't sail a house over the horizon to new lands, new faces and new adventures.

So happy Crew Listing. And if you end up at anchor in some sleepy lagoon somewhere, with the tradewinds blowing the palms and a stalk of bananas ripening on the main boom, drop us a line. If we get enough, we'll forward them to the dictionary folks to see if they can improve on that lame definition of "cruiser."

On second thought, maybe it should just stay our little secret.

— latitude/jr

## CRUISING BOATS LOOKING FOR CREW

### MEN LOOKING FOR CRUISING CREW

David A. Grout, 37, 3001 Hahn Dr. #336, Modesto, CA 95350, (209) 576-8730, Coronado 15, Bay/Delta ..... wants 2 / should 1,2,3,7,8.  
Fred Quigley, 53, P.O. Box 694, Vallejo, CA 94590-0069, (707) 554-1158, Arles 32, Mexico 10/89 ..... wants 2 / should 1,2,7.  
Gall Lundin, 56, P.O. Box 701, Alameda, CA 94501, (415) 523-1383, 38' Ketch, Mexico & South, Fall '89 ..... wants 2 / should 1,2,3,7.  
Don, 57, P.O. Box 21902, Santa Barbara, CA 93121, 52' Ketch, Mexico ..... wants 2 / should 1,3.  
Jonathan D. Leavitt, M.D., 46, 5901 Christle Ave., Ste 404, Emeryville, CA 94608, Int'l Folkboat, local Bay Area, year 'round ..... wants 2 / should 1,2,7,9.  
Kurt, 50, (415) 588-3039, 41' sloop, Mexico & beyond, Oct. '89 ..... wants 2 / should 1,3,7.  
Phil Harten, 59, P.O. Box 3372, Vallejo, CA 94590, Freedom 21, Bay/Delta/Coastal, summer/Fall '89 ..... wants 2 / should 3,7,8.  
Joe Paul, 41, 339 Boynton Ave., San Jose, CA 95117, 41' Gaff Rig Cutter, Mexico Nov. '89 ..... wants 2 / should 2,3,7.  
Martin Barats, 46, (408) 736-5599, 34' Sloop, Bay/Coast .. wants 2 / should 2,3,7.  
Iztok Marjanovic/Russ Fawcett, 25/26, (408) 225-9506/(408) 925-3062/(408) 925-1087, Cal 39, Alaska/Seattle, early June ..... wants 3 / should 1,4.  
Leroy Serges, 32, w: 861-2645, h: 331-1724, Westsail 32, Bay/Delta, Summer .. wants 2 / should 1,2,3,9.  
John C. Stashik, 42, (415) 235-2195, 1528 Lexington Ave., El Cerrito, CA 94530  
Sy Gold, 55, (916) 753-2001, Catalina 30, Bay/Delta, Spring/Summer ..... wants 3 / should 1,3,7.  
George Echols, 45, Box 37, 550 Tidelands, Ste D-2, Chula Vista, CA 92010 ..... wants 2 / should 1,2,3,4,7,8.  
Russell Butterworth, 60, (714) 979-5752, 2013 West Wind, Santa Ana, CA 92704  
HR 49, Yugoslavia, May 15, 1989 ..... wants 2 / should 4, 7.  
Stan Starkey, 52, (415) 422-0298, Cheoy Lee Offshore 40, S.F. Area, all year .... wants 3 / should 1,2,3.  
Lon Clemens, 38, 3884 Lancaster Dr., NE, Salem, OR 97305, 30' Pearson, Mexico-Costa Rica, Oct-(Boat is in Mexico) ..... wants 2 / should 1,3,7,8.  
Norm Brewer, 46, P.O. Box 30113, Portland, OR 97230, (503) 285-8277, Mercator 30, Mexico/Tahiti, Fall ..... wants 2 / should 1,2,3,7.  
Bruce Curtiss, 50, P.O. Box 10541, Lahaina, Maui, HI 96761, Morgan 38, Inter-Island HI, Mid-July ..... wants 3 / should 1,3,4.  
Richard Steinke, 332-7757, 45' sloop (Isobar), No. Coast CA, later So. Pac, July '89 ..... wants 1,2 / should 1,2,3,7,8,9.  
Anthony Ireland, 32, Box 222, Puuhale Rd., Honolulu, HI 96819, 78' steel cruising ketch (w/all toys), HI, BC, Alaska, CA, Panama, Europe, Lv Honolulu Apr 30, Panama-Jan'90 ..... wants 2 / should 1,2,3,7,8.  
Richard Lefief, 35, (408) 236-3322, 30-ft Trl., Mexico, Fall/Oct'89 ..... wants 2 / should 1,2,3,7.  
Del Christoson, 46, 589-6089, 50' Trawler (motorsailer), Summer So. CA, Winter Mex-Carib est 5 yr, June 1, 1989 ..... wants 2 / should 1,7.

## "WANT CREW" CODE

MY BOAT IS A \_\_\_\_\_

I/WE PLAN TO SAIL TO: \_\_\_\_\_ ON ABOUT (DATE) \_\_\_\_\_

I AM LOOKING FOR CREW:

- 1 = That is male.
- 2 = That is female.
- 3 = Whose sex is unimportant.

MY CREW SHOULD:

- 1 = Be willing to share basic expenses such as food and fuel.
- 2 = Be willing to bust butt preparing the boat.
- 3 = Have more desire than experience.
- 4 = Have lots of ocean experience.
- 5 = Know celestial navigation, *really* know it.
- 6 = Have mechanical skills for engines, refrigeration, etc.
- 7 = Be unattached and unopposed to the possibility of a friendship blooming.
- 8 = Look good in a bikini.
- 9 = Understand and appreciate Nietzsche.

## MEN LOOKING — CONT'D

Charlie, 41, P.O. Box 484, Alviso, CA 95002, 50' ketch, Mexico, Nov. '89 ..... wants 2 / should 1,2,7,8.  
Rod Schoenlank, 62, (415) 726-7970, Pillar Pt Marina/Half Moon Bay, Newporter 40, Mexico etc., when ready ..... wants 2 / should 2,3,7.  
Rod Mell, 47, 523-5148, Vallant 40, Bay, local ocean & Delta, weekends ..... wants 2 / should 2,3,7.  
Steve Strickland, 40+, P.O. Box 4661, Stateline, NV 89449, 27' sail, San Juan Is., BC, Canada mid/late Summer, Florida/Bahamas, Winter .. wants 2, should 1,3,7.  
Yuril Alexander, 55, (415) 367-7207, P. Marina, Redwood City, Coronado 27 Mexico (on trailer to San Carlos), Nov/Dec '89 ..... wants 2 / should 1,3,7.  
Ross Cameron, 57, (707) 557-0356, Rafiki 37, Bay & Delta, anytime ..... wants 2 / should 1,2,3,7,9.  
Jerry Furst, 42, (415) 228-3888, 30- S-2 sloop, locally around Bay/Delta/Coast, most weeknds ..... wants 2 / should 3,7.  
Les, 45, 441-1041, S.F., Mex & points West, 11/89 ..... wants 2 / should 1,2,3,7,8.  
Don, 60, (415) 654-5433, 41' ketch, CT-41, Puget Sound (possibly via Hawaii), May/June '89 ..... wants 3 / 1,2,3,4.  
Louls Brydon, 27, (415) 852-5476, P.O. Box 50721, Palo Alto, CA 94303, Rafiki 35, local coast (Santa Cruz, Monterey, etc), Bay/Delta, Spring/Summer '89 ..... wants 2 / should 1,2,7,8,9.  
Rod Terry, 48, (415) 684-2138, P.O. Box 233, Bethel Is, CA 94511, F.C. 35' ketch, motorsailer, Hawaii, June or July ..... wants 2 / should 3,7.  
Steve Joaquin, 50, (916) 673-6997, P.O. Box 3511, Chilco, CA 95927, Wauquiz Gladiateur 33, So. Pac., Nov. '89 ..... wants 3 / should 4.  
Bob Meyer, 55, (805) 772-3436, 860 Main St., Morro Bay, CA 93442, 37' Sampson ketch, Hawaii, June 16, 1989 ..... wants 2 / should 2,3,7,8.  
Don P., 47, (415) 655-2032, Union, So. Cal & Mex., July 15, 1989 ..... wants 1,2 / should 1,2,4,5,8.  
Anthony Ireland, 32, Box 222, Puuhale Rd., Honolulu, HI 96819, 78' steel cruising ketch, variety, lv HI 4/30, Panama 1/90 ..... wants 1 / should 1,2,4,6.

## COUPLES LOOKING FOR CRUISING CREW

Merle & Alice Maxwell, 45, 529-7209, 1300 Woodland Ave., Modesto, CA 95351  
Catalina 22', Delta/Bay, May-Nov ..... wants 3 / should 1,2,3.  
John Pyle & Greta Knott, 40's, (415) 522-2163, 1150 Ballena #56, Alameda, CA 94501, Nicholson 39, Hawaii, June ..... wants 3 / should 1,2.



# 1989 CREW LIST —

## CREW LOOKING FOR CRUISING BOATS

### MEN TO CREW — CRUISING

Len Tiemann, 52, (415) 792-1539 ..... exp 4 / wants 1 / offers 3.  
 Herman Miller, 63, (209) 948-3111 ..... exp 3 / wants 3,4 / offers 2.  
 Adam Waters, 18, 1166 Sherman, Alameda, CA 94501, (415) 865-3726; Box 56  
 6850 El Colegio, Goleta, CA 93117, (505) 562-8801 ..... exp 1 / wants 1,2,3,4,5,6 / offers 1,3,4,6.  
 Rick Gordon, 47, (415) 283-7363 ..... exp 3 / wants 2,3 / offers 1,2,3,4.  
 Steve Gustafson, 29, (916) 426-9503, Box 5356, Tahoe City, CA 95730 .....  
 ..... exp 2 / wants 3,4 / offers 1,3,4.  
 Alexander Kryska, 22, (415) 397-9505 8-5 ..... exp 4 / wants 1,2 / offers 2,3,4.  
 Jay Brusseau, 33, (415) 454-2206 ..... exp 2,4 / wants 1,3,5.  
 Doug Gott, 50, (408) 353-1665 ..... exp 4 / wants 3,4 / offers 1,2,3,4,6.  
 Gleno, 45, (408) 729-5902 ..... exp 3 / wants 1,4,6 / offers 2,3,4,5,6.  
 Art, 60, (408) 729-5902 ..... exp 2 / wants 1,6 / offers 2,3,4,5.  
 Larry Mulvihill, 40, (415) 932-6090 (H); (415) 943-4253 (W) .....  
 ..... exp 2 / wants 1,2,3,4,5 / offers 1,3,4,6.  
 Mark P. Ellis, 29, H: 821-4094; W: 543-3466, 2697 Bryant, S.F., CA 94109 .....  
 ..... exp 1 / wants 4,6 / offers 3,6.  
 John C. Stashik, 42, (415) 235-2195, 1528 Lexington Ave., El Cerrito, CA 94530  
 ..... exp 3 / wants 1,2,3,5 / offers 1,3,4,6.  
 Terry, 42, (206) 742-7653 ..... exp 4 / wants 3 / offers 1,2.  
 George Bell, 40, (408) 241-1997, San Jose ..... exp 2 / wants 1 / offers 1,2,3.  
 Tom Deuel, 34, (415) 392-1400 ..... exp 3 / wants 3,4,6 / offers 2,3,4.  
 Stuart Bacon, 63, 1330 Lincoln Ave #208, San Rafael, CA 94901, (415) 454-3336  
 ..... exp 1 / wants 2,4 / offers 1,3,6.  
 Bruce Wooster, 19, Box 13945, Stanford, CA 94309, (415) 324-0720 .....  
 ..... exp 4 / wants 2,4,5 / offers 3,4,6.  
 Dave Calhoun, 37, H: (415) 321-1477; W: (408) 255-1500 .....  
 ..... exp 2 / wants 1 / offers 2,3,4.  
 Tom Keegan, 31, (408) 723-0195 San Jose .. exp 3 / wants 2,3,4,5 / offers 1,2,3,4.  
 Don Hamilton, 59, (408) 723-1132, 2299 Fairlawn Ct., San Jose, CA 95125 .....  
 ..... exp 3 / wants 1,2,3,4,5,6 / offers 1,2,3,4.  
 Jim Sprifke, 44, 2550 Sycamore Ln #31, Davis, CA 95616, (916) 757-2796 .....  
 ..... exp 3 / wants 1 / offers 1,3.  
 Chris Chapman, 36, 25 Frances Ave., Larkspur, CA 461-8286 .....  
 ..... exp 3 / wants 2,3,4,5 / offers 1,2,3,6.  
 Brad Danitz, 30, P.O. Box 632, Pala, HI 96779 ..... exp 2 / wants 4 / offers 1,2,3,4.  
 Karl Dake, 34, (415) 525-4136 ..... exp 4 / wants 3,4 / offers 1,2,3,4,6.  
 Bob A. Dries, 44, (415) 864-8522 ..... exp 3 / wants 3,5 / offers 1,2.  
 Adriaan Van Derhor, 56, (505) 344-3162 ..... exp 4 / wants 4 / offers 1,3,4.  
 Daniel Arquette, 18, (415) 525-9087 ..... exp 3 / wants 1 / offers 3,5.  
 David Nagler, 33, 1311 Blewett Ave., San Jose, CA 95125 (408) 298-2851; 947-  
 4054 (off) ..... exp 2 / wants 2,3,4,5 / offers 3,4.  
 John Fisher, 26, 2929 Routler Rd #200, Sacramento, CA 95827, (916) 362-8977  
 ..... exp 2 / wants 3 / offers 1,2,3,4,6.  
 Tony Miles, 30, 548-7479 ..... exp 1 / wants 1,2,3,4,5,6 / offers 3,4.  
 Joel Waldman, 60, (408) 739-5876, 720-A Blalr Ct., Sunnyvale, CA 94087 .....  
 ..... exp 3 / wants 1,3 / offers 1,2,3.  
 Leslie D. Waters, 45, (408) 270-7083 ..... exp 2 / wants 1,2,3,4.  
 Scott/David Coplestone, 25/23, Sausalito, 331-0587 .....  
 ..... exp 2 / wants 1,2,3,4,5,6 / offers 1,2,3,4,6.  
 George Marcotte, 30, 82 Claire Way, Tiburon, CA 94920, (415) 383-3628 .....  
 ..... exp 1 / wants 1 / offers 4.  
 Tony Kinnear, 38, 258 Redwood Hwy., Mill Valley, CA 94941, 332-2888 .....  
 ..... exp 2 / wants 1,4 / offers 2,4.  
 Frank Magnotta, 42, (415) 422-7285 days; (415) 947-1463 anytime, Lafayette, CA  
 ..... exp 3 / wants 1,2,3,4 / offers 1,2,3,4.  
 Frank Grossman, 22, W: 543-3021 S.F.; H: 685-7492 .....  
 ..... exp 2 / wants 1 / offers 2,3.  
 Krls Hillebrand, 25, (415) 826-6583, 584 Jersey St., S.F. ....  
 ..... exp 2 / wants 1,3 / offers 3,4,6.  
 John Robben, 29, W: 9-5 543-3021; H: 826-6583 ..... exp 2 / want 1,2 / offers 3,6.  
 Stephen Mark, 42, 1445 Greenwich, S.F., CA 94109, (415) 775-2643 .....  
 ..... exp 2 / wants 1,2,3 / offers 1,3,4,6.  
 John Stonich, H: (408) 353-3948; W: (408) 971-2002 .....  
 ..... exp 3 / wants 1,2,3,4,6 / offers 1.

### WOMEN TO CREW — CRUISING

Laine, 34, 921-5620, S.F./Saus ..... exp 2 / wants 1 / offers 4,5,6.  
 Kathleen O'Brien, 34, P.O. Box 2346, Vallejo, CA 94592, (707) 553-9039 .....  
 ..... exp 2 / wants 1,2 / offers 1,3,4,6.

### WOMEN TO CREW — CONT'D

Tina, 26, 653-5158 ..... exp 2 / wants 1,2,3,4,5 / offers 3,4,6.  
 Kathl, 26, P.O. Box 1917, Sausalito, CA 94966, (415) 331-8569 .....  
 ..... exp 1,2 / wants 1,2 / offers 1,3,4,6.  
 Peggy, 51, (408) 224-8704 ..... exp 2 / wants 1,6 / offers 3,4,6.  
 Susan, 30, (415) 474-0666 ..... exp 3 / wants 1,3 / offers 1,3,4,5,6  
 Justine, 38, (408) 288-8595 ..... exp 2 / wants 1,2 / offers 3,4.  
 Cindy, 33, 285-3404 ..... exp 2 / wants 1 / offers 3,4  
 Alexandra Dixon, 33, (415) 563-3036, c/o Yale Club of S.F./P.O. Box 26452, S.F.  
 CA 94126 ..... exp 3 / wants 1,2,3,4,5 / offers 1,3,4,5,6.  
 Karen, 28, (916) 488-8383 ..... exp 1 / wants 1,2 / offers 4,6.  
 Kathy, 26, 331-9961 ..... exp 2 / wants 1,2,3,4 / offers 3,6.  
 Anne, 40 something, (415) 331-7925 ..... exp 2 / wants 1,2,3,4,5 / offers 3,4,5,6.  
 Kay, 38, 383-9530 msg ..... exp 4 / wants 1 / offers 3,4,6.

## "WANT TO CREW" CODE

#### MY SAILING EXPERIENCE IS:

- 1 = None, but I'll do anything within reason for the chance. I understand that from time to time I'll probably get cold, become seasick, get mad at the owner, and wish like hell I was anywhere but on the boat. I'm still game.
- 2 = Some, at least 20 sails on the Bay, while being active and suffering the normal bruises, cuts and hollering.
- 3 = Moderate, several years active crewing on the Bay or at least one trip to Southern California.
- 4 = Lots, several long ocean passages.

#### I WANT TO CRUISE:

- 1 = Locally, around the Bay and up to the Delta.
- 2 = Southern California this summer.
- 3 = Mexico this fall/winter.
- 4 = Hawaii and the South Pacific this summer.
- 5 = Seattle and Alaska this summer.
- 6 = Petaluma in a pick-up truck.

#### I CAN OFFER:

- 1 = At least a month of shared expenses.
- 2 = Mechanical skills: engine, electronics, refrigeration.
- 3 = Elbow grease for bottom work, varnishing and other upkeep.
- 4 = Cooking and cleaning skills.
- 5 = Ornamental skills. I look great in a bikini.
- 6 = Mental skills. I may not look like a playmate, but I don't think like one, either.

### WOMEN TO CREW — CONT'D

Cathy, 39, 381-5290 ..... exp 2 / wants 1 / offers 1,3,6.  
 Ann Kling, P.O. Box 2333, S.F. CA 94126, 441-7076 .....  
 ..... exp 1 / wants 1,3,4 / offers 4.  
 Pat, 45, 680-4317 ..... exp 3 / wants 1,3 / offers 2,3,4.  
 Deborah Dean, 31, 285-7884 ..... exp 2 / wants 1,4 / offers 3,4,5,6.  
 Faye, 60, (408) 729-5902 ..... exp 1 / wants 1,6 / offers 3,4,5,6.  
 Cindy/Evelyn, 33, P.O. Box 127, Pleasanton, CA 94566 .....  
 ..... exp 3 / wants 1,6 / offers 3,5.  
 Helene, 28, (415) 324-4648 ..... exp 2 / wants 1 / offers 1,3,4,5,6.  
 Michelle H, 34, (415) 647-2277 (H), S.F. .... exp 2 / wants 1,3 / offers 4,5,6.  
 Lynn, 32, 564-2815 ..... exp 2 / wants 1,3 / offers 1,3,4.  
 Barbara, 40, 752-8697 ..... exp 3 / wants 1,6 / offers 4,5.  
 Jackie Tate, 31, 775-9823 ..... exp 2 / wants 1,2,3,4.  
 Toni Berkeley, 45, 848-8287 ..... exp 3 / wants 1,2,5 / offers 1,4,5,6.  
 Cathy, 40, (415) 845-1833 ..... exp 3 / wants 1,6 / offers 3,4,6.  
 Marlina, P.O. Box 636, Mill Valley, CA 94942, 381-0123 .....  
 ..... exp 2 / wants 1,3 / offers 4.  
 Phyllis, 47, (415) 865-1051 ..... exp 2,3 / wants 1,2 / offers 1,3,4.



# ANY WAY YOU LIKE IT

## MEN WITH BOATS — CONT'D

Marina; **John Roemer**, 38, 367-1268; **Steve Strickland**, P.O. Box 4661, Stateline, NV 89449; **Jerry Furst**, 42, (415) 228-3888; **Derek Dykman**, 33, (408) 655-1435; **Mike Rehnath**, 34, H: (408) 255-7115 or W: (415) 694-6680; **Rick Drain**, 31, 583-9594, P.O. Box 351, So. S.F., CA 94083; **Roy Germer**, 40, (415) 283-5066 eves. **Les Goldner**, 25-40, 929-8596; **Sy Gold**, 40-50, (916) 753-2001

## WOMEN TO CREW — CONT'D

**Paulette**, 44, W: (415) 331-8888 or H: 472-2918 ..... exp 1 / wants 1.  
**Joan Arquette**, 45, (415) 525-9087 ..... exp 3 / wants 1,5 / offers 3,4,6.  
**Lois**, 43, P.O. Box 33385, Juneau, AK 99803 ..... exp 1 / wants anywhere / offers 3,4,6.  
**Sheri Bebb**, 34, (408) 492-5865 lv msg ..... exp 3 / wants 1 / offers 1,4,6.  
**Fran Winchwench**, 30's, (415) 334-4910 ..... exp 3 / wants 1,2,3,5 / offers 3,4,5,6.  
**Jenne Holmgren**, 36, (408) 971-7348 ..... exp 3 / wants 1,3,4 / offers 3,4,5,6.  
**Melissa Craft**, 32, (415) 489-7675 ..... exp 1,2 / wants 1 / offers 2,3,4,6.  
**Colleen Cowles**, 33, 36 Loma Vista Dr., Orinda, CA 94563 ..... exp 1,2 / wants 1,6 / offers 3,4,6.  
**Autumn Cadogan**, 35, 3795 Manila Ave, Oakland, CA 94609 ..... exp 1 / wants 1,3,4,5,6 / offers 3,4,6.  
**Linda Cleaver**, 45, 383-6137, Mill Valley ..... exp 2 / wants 1 / offers 4,6.  
**Jill**, 35, (707) 546-0536 (msg) ..... exp 4 / wants 4 / offers 3,4,5.  
**Gayle**, 35, 76-6268 Alii Dr., #203, Kailua Kona, HI 96740, h: (808) 329-8795; wk: 329-5592 ..... exp 3 / wants 2,3,4 / offers 1,3,4,5,6.  
**Terri**, 34, P.O. Box 237, Montgomery Creek, CA 95065 ..... exp 2 / wants 4,5 / offers 1,3,4.  
**Marti Doyle**, 41, (707) 823-0613 ..... exp 2 / wants 1,2,3,4,5,6 / offers 1,3,4.  
**Cynthia**, 39, c/o 1823 Union St., S.F. CA 94123, 441-1567 ..... exp 2 / wants 1,2,3,5 / offers 4,5,6.  
**Barbara**, 33, 661-1613 ..... exp 2 / wants 1 / offers 3,4,6.  
**Virgina**, 31, (415) 883-3727 ..... exp 3 / wants 1 / offers 3,4.

## COUPLES TO CREW — CRUISING

**Jerry Ellaser & Zella Miller**, 42/36, (707) 887-2171 ..... exp 2 / wants 1 / offers 4.  
**Mark & Sue Saunders**, 45/39, (805) 965-1412, Santa Barbara ..... exp 2 / wants 2,3,4 / offers 1,3,4,5,6.  
**Frank & Rella Lossy**, 49, (415) 527-2293 ..... 4 / wants 4 / offers 1,2,3,4,6.  
**Mal Towery & Julie Frederick**, 55/40+, (805) 528-0439 ..... exp 3,4 / wants 3,4 / offers 1,4,6.  
**Gaby & B.J.**, 28, P.O. Box 632, Pala, HI 96779 ..... exp 2 / wants 2,3,4,5,6 / offers 1,2,3,4,5.  
**Jonathan & Janelle Paley**, 34/26, Box 110, San Simeon, CA 93452 ..... exp 4 / wants 3,4 / offers 3,4.  
**Dan Ross & Diane Reedstrom**, 23/29, (209) 221-9069 ..... exp 1 / wants 1,2,4,5 / offers 1,2,3,4,5,6.  
**Martha Berner & Andy Casotto**, 28, 2390 Parker Street, #5 Berkeley, CA 94704 549-3649 ..... exp 2 / wants 1,2,3,4 / offers 2,3,4.  
**Jim & Jane Fleming**, 45/42, (408) 258-7795 ..... exp 3 / wants 1,2,3,4,5 / offers 3,4.  
**Barbara Abshler & Norm Lane**, 47/45 (408) 353-1877 exp 3 / wants 1 / offers 1,4.

## DAYSAILORS LOOKING FOR CREW

### MEN WITH BOATS FOR DAYSAILING

**Gall Lundin**, 56, (415) 523-1383, P.O. Box 701, Alameda, CA 94501; **Mike Giarrano**, 39, (415) 656-4591; **Carl Bergman**, 37, (415) 343-9787, 1119 Chula Vista #3, Burlingame, CA 94010; **Lutz C. Bergman**, 59, 1175 San Raymundo Rd., Hillsborough, CA 94010, (415) 343-0390; **Stan Hofer**, 44, (415) 583-0207, wk: 876-6283 after 4 pm; **Jonathan D. Leavitt, M.D.**, 46, 5901 Christie Ave., Ste 404, Emeryville, CA 94608; **Phil Harten**, 59, P.O. Box 3372, Vallejo, CA 94590; **Kurt**, 50, (415) 588-3039; **Douglas Kendall**, 45, P.O. Box 2612, So. S.F., CA 94080, (415) 583-6472; **Bob Stephens**, 32, (408) 263-9030; **Peter Andree**, 35, (415) 367-1534, 950 Woodside Rd, #3, Redwood City, CA 94061; **Rui M.G. Luis**, 26, P.O. Box 32, Lincoln, CA 95648; **Michael La Mothe**, 38, 321-6693, 1005 Almaror, Menlo Park, CA 94025; **Willy Hinds**, 50, (415) 961-0182; **Bill Sullivan**, 45, (415) 349-8408, Oyster Pt Marina; **Kurt Leal**, 38, 709 Borregas Ave., #5, Sunnyvale, CA 94086; **Bill Schiffbauer**, 45, (415) 323-3347; **Gleno**, 45, (408) 729-5902; **Leroy Berges**, 32, w: 861-2645 or h: 331-1724; **Stan**, 44, (415) 583-5488; **Stan Starkey**, 52, (415) 422-0298; **Bob A. Dries**, 44, (415) 864-8522; **Richard Steinke**, 332-7757; **Monty Rowell**, 32, 591-9561; **Bruce Curtis**, 50, P.O. Box 10541, Lahaina, Maui, HI 96761 **Flash Gordon, M.D.**, 41, (415) 75FLASH; **John Battle**, 31, (415) 656-4542; **Roger**, 30, (415) 799-1443; **Leslie D. Waters**, 45, (408) 270-7083; **Louis Brydon**, 27, (415) 852-5476, P.O. Box 50721, Palo Alto, CA 94303; **Don P.**, 46, (415) 655-2032; **Yurri Alexandre**, 55, (415) 367-7207, Redwood City, P.

## WANT TO CO-CHARTER

I/WE WANT TO CO-CHARTER FOR \_\_\_\_\_ WEEKS IN THE \_\_\_\_\_ (SPRING/SUMMER/FALL/WINTER) OF 1989.

### SAILING EXPERIENCE:

- 1 = Little or none. I'll need a co-charter to skipper and give direction
- 2 = Moderate. I sail regularly and have chartered before
- 3 = Lots. I've sailed and/or chartered many types of boats and am a competent skipper. Would be willing to co-charter with less experienced party.

### I/WE PREFER TO CO-CHARTER:

- 1 = Bareboat (we sail).
- 2 = Crewed (professional skipper and/or crew).
- 3 = With other couples.
- 4 = With other singles.
- 5 = A small boat (30 to 40-ft) with one or two other people.
- 6 = A medium (40 to 55-ft) boat with four to six other people.
- 7 = A large boat (60-ft or more), the more co-charterers the merrier.
- 8 = *Big O, Latitude 38's* crewed Ocean 71 in the Caribbean. (You will be contacted by *Latitude 38*.)

### I/WE WANT TO CHARTER:

- 1 = San Francisco Bay.
- 2 = Southern California.
- 3 = Mexico.
- 4 = Hawaii.
- 5 = Pacific Northwest.
- 6 = Caribbean.
- 7 = Mediterranean.

## COUPLES WITH BOATS FOR DAYSAILING

**Bob & Betty Brooks**, 51/37, (408) 353-4729

## CREW LOOKING FOR DAYSAILING

### MEN FOR CASUAL DAYSAILING

**Mike Wallach**, 40, D: (415) 969-8212, E: (408) 252-9697; **George Bell**, 40, (408) 241-1997, San Jose; **Herman Miller**, 63, (209) 948-3111; **Kim Coleman**, 38, (415) 592-1381; **Michael K. Tolan**, 27, (408) 978-1904; **Alexander T. Kryska**, 22, 397-9505-8-5; **Scott Johnston**, 37, 3793 North Ridge Dr., Richmond, (415) 262-9313; **Marvin Lundwall**, 41, (415) 383-3188, 10 Gardner St., Mill Valley, CA 94941; **Art**, 60, (408) 729-5902; **Gleno**, 45, (408) 729-5902; **Rui M.G. Luis**, 26, P.O. Box 32, Lincoln, CA



# 1989 CREW LIST —

# ANY WAY YOU LIKE IT

## MEN FOR CASUAL DAYSAILING

95648; **Peter Andree**, 35, (415) 367-1534, 950 Woodside Rd. #3, Redwood City, CA 94061; **Mark P. Ellis**, 29, H: 821-4094, W: 543-3466; **John C. Stashik**, 42, 1528 Lexington Ave., El Cerrito, CA 94530, (415) 235-2195; **Eric Johnson**, 27, (408) 732-2904, P.O. Box 61163, Sunnyvale, CA 94088; **Louis Brydon**, 27, (415) 852-5476, P.O. Box 50721, Palo Alto, CA 94303; **Frank Grossmann**, 22, W: 543-3021 S.F., H: 685-7492; **Kris Hillebrand**, 25, (415) 826-6583, S.F., CA; **John Robben**, 29, W: 543-3021, H: 826-6583; **Stephen Mark**, 42, (415) 775-2643, 1445 Greenwich, S.F., CA 94109; **John Stonich**, H: (408) 353-3948, W: (408) 971-2002; **Frank Magnotta**, 42, (415) 422-7285 day, (415) 947-1463 anytime; **Tony Kinnear**, 38, 332-2888; **Daniel Arquette**, 18, (415) 525-9087; **Leslie D. Waters**, 45, (408) 270-7083; **Joel Waldman**, 60, (408) 739-5876, 720-A Blair Ct., Sunnyvale, CA 94087; **David & Scott Copelstone**, 22/25, 331-0587; **Tony Miles**, 30, 548-7479; **Don Hamilton**, 59, (408) 723-1132; **Jim Sprifke**, 44, (916) 757-2796, 2550 Sycamore Ln., #31, Davis, CA 95696; **Bob A. Dries**, 44, (415) 864-8522; **Michael Brown**, 27, H: (415) 825-9519, W: (415) 674-0667; **Pierre Fraser**, 42, H: 922-5564, W: 431-1157.

## WOMEN FOR CASUAL DAYSAILING

**Phyllis**, 47, (415) 865-1051; **Marina**, (415) 381-0123, P.O. Box 636, Mill Valley, CA 94942; **Kathy F.**, 33, (415) 283-0481; **Joan Arquette**, 45, (415) 525-9087; **Linda Cleaver**, 45, 383-6137, Mill Valley; **Gayle**, 35, (808) 329-8795, (808) 329-5592; **Barbara**, 33, 661-1613; **Fran Winch Wench**, 30's, (415) 334-4910; **J. Holmgren**, 36, (408) 971-7348; **Cynthia**, 39, 441-1567, c/o 1823 Union St., S.F., CA 94123; **Virginia**, 31, (415) 883-3727; **Autumn Cadogan**, 35, 3795 Manila Ave., Oakland, CA 94609; **Melissa Craft**, 32, (415) 489-7675; **Colleen Cowles**, 33, 36 Loma Vista Dr., Orinda, CA 94563; **Lynn**, 32, 564-2815; **Michelle H.**, 34, H: (415) 647-2277, S.F.; **Barbara**, 40, 752-8697; **Cathy**, 40, (415) 845-1833; **Jackie Tate**, 31, 775-9823; **Kay**, 38, 383-9530; **Colleen**, 28, (408) 984-3728; **Susan**, 33, P.O. Box 2962, San Rafael, CA 94912; **Sheri Bebb**, 34, (408) 492-5865; **Laine**, 34, S.F./Saus., 921-5620; **Faye**, 60, (408) 729-5902; **Pat**, 45, 680-4317; **Justine**, 38, (408) 288-8595; **Cindy/Evelyn**, 33, P.O. Box 127, Pleasanton, CA 94566; **Susan**, 30, (415) 474-0666; **Lori**, 32, (415) 469-8108; **Peggy**, 51, (408) 224-8704; **Alexandra Dixon**, 33, (415) 563-3036, c/o Yale Club of S.F., P.O. Box 26452, S.F. CA 94126; **Cindy**, 33, 285-3404; **Kathy**, 26, 331-9961; **Deborah Dean**, 31, 285-7884; **Karen**, 28, (916) 488-8383; **Jean**, 32, (415) 387-0358; **Tina**, 26, 653-5158; **Kathleen**, 34, P.O. Box 2346, Vallejo, CA 94592, (707) 553-9039; **Paulette**, (415) 331-8888, 472-2918.

## COUPLES FOR CASUAL DAYSAILING

**Jeff & Janet Van Klompenburg**, 30, 381-5387; **Kathl and/or Kevin**, 26/28, 331-8569 or P.O. Box 1917, Sausalito, CA 94966-1917; **George & Lynn Marcotte**, 30/29, 383-3628, 82 Claire Way, Tiburon, CA; **Jan & Stephen Lochner**, 40/41, (415) 898-9302; **Marti Doyle and/or Wes Kilgore**, 41/47, (707) 823-0613; **Barbara Abshler/Norm Lane**, 47/45, (408) 353-1877; **Steve & Nancy**, 40/43, (408) 743-6048; **Martha Berner & Andy Casotto**, 28, 2390 Parker Str #5, Berkeley, CA 94704, 549-3649; **Jerry Ellaser & Zella Miller**, 42/36, 11055 Sequoia Rd., Forestville, CA 95436.

## PEOPLE WANTING TO CO-CHARTER

### PEOPLE WANTING TO CO-CHARTER

**Phil Harten**, 59, P.O. Box 3372, Vallejo, CA 94590, wants 2 weeks Fall, 1989 ..... exp 3 / prefers 1,4,5 / wants 3,4,6.  
**Emmanuel Uren**, 53, (415) 552-2860, 2 weeks in fall/winter ..... exp 2 / prefers 1,6 / wants 6,7.  
**Leroy Berges**, 32, 861-2645 w, wants 1-2 weeks in the Spring/Summer or Fall, 1989 ..... exp 2 / prefers 1,4 / wants 5.  
**Long Tall Daddy**, 40, 331-1962, Sausalito, wants 1-2 weeks, 1989 ..... exp 2 / prefers 1,3,4,6,7,8 / wants 3,4,6.  
**Ann King**, P.O. Box 2333, S.F., CA 94126, wants 1 or 2 weeks, season depends where ..... exp 1 / prefers 7,8 / wants 3,6.  
**Todd Severson**, 32, 648-3398 ..... exp 2 / wants 4,6.  
**Bill Horning**, 50, (415) 966-7656 w, 1 week Summer & Fall, 1989 ..... exp 3 / 1,5 / wants 3,5.  
**Mal Towery/Julie Fredrick**, 55/40, (805) 528-0439, wants 1-2 weeks Summer or Fall, 1989 ..... exp 3 / prefers 1,2,3,5,6 / wants 3,5,7.  
**Kathl and/or Kevin**, 26/28, 331-8569, P.O. Box 1917, Sausalito, CA 94966, 2-3 weeks in Summer/Fall, 1989 ..... exp 1 / prefers 2,3,4,5,6,7,8 / wants 1,2,6.  
**Craig & Marcia Zimmerman**, 39, (415) 521-4310, Summer, 1989 ..... exp 3 / prefers 3,4,6 / wants 2.  
**Bob A. Dries**, 44, (415) 864-8522, two weeks/any season, 1989 ..... exp 2 / prefers 1,3,4,5,6 / wants 3,5,6,7.  
**Frank Magnotta**, 42, (415) 422-7285 d; (415) 947-1463 anytime, wants 2 weeks, anytime ..... exp 3 / prefers 1,3,4,5,6,7 / wants 6,7.  
**Stephen Mark**, 42, (415) 775-2643 ..... exp 1 / prefers 1,4,6,7 / wants 1,2,3,6.  
**John Stonich**, H: (408) 353-3948, W: (408) 971-2002, time open ..... exp 3 / prefers 1,3,4,5,6,7 / wants 1,2,3,4.

## PEOPLE WANTING TO BOAT SWAP

### PEOPLE WANTING TO BOAT SWAP

**Phil Harten**, 59, (707) 648-4314 w; (707) 644-8556 h, Freedom 21. South of here for about 2 weeks in October, 1989.  
**Frank & Rella Lossy**, 49+, (415) 527-2293, Gulfstar 43. Any exotic tropical cruising area for about 9 weeks in July & August, 1989.

## REFRIGERATION, WATERMAKERS AND INVERTERS FOR POWER & SAIL

20 Years Experience  
 Factory Authorized Technicians

Grunert • Marine Air Systems  
 Adler Barbour • Kenyon • Matrix  
 Recovery Engineering — 12 volt and  
 hand operated watermakers • ASC • Trace

**NAU•T•KOL (415) 235-4411**

320 A West Cutting Blvd.  
 Richmond, CA 94804

See us at the  
 Northern California Boat Show  
 Marina Village, Alameda



**SOVONICS**  
Solar Systems

**SOLAR PANEL BREAKTHROUGH FOR BOATS!!!**

★ FLEXIBLE ★ SHATTERPROOF ★ EXTREMELY DURABLE  
 ★ LIGHTWEIGHT ★ PORTABLE ★ SHADE RESISTANT  
 ★ TOTALLY WATERPROOF ★ ACTUALLY ABLE TO FLOAT

**GOLDEN GLOW SOLAR PRODUCTS**

626 Walnut St. • San Carlos, CA 94070 • (415) 598-0400  
**CALL TOLL FREE 1-800-332-4569**



(415)  
368-7855

## PENINSULA CANVAS

YOU'VE WORKED HARD  
TO ACHIEVE YOUR DREAM  
NOW PROTECT IT WITH THE BEST

629 Bair Island Rd., Redwood City, CA 94063

## INFLATABLE BOATS

**MERCURY  
OUTBOARDS**



**SUZUKI  
OUTBOARDS**



• BOATS • MOTORS • TRAILERS  
WE DO CUSTOM WORK

MERCURY CLOSE-OUT, 35 HP & UNDER — LOW, LOW PRICES

### US YACHT BUREAU

623 Main Street, Redwood City, CA 94063  
(415) 367-1272

## TAKE THE HELM OF THE MOST BEAUTIFUL YACHT IN HAWAII, *Ruffian*

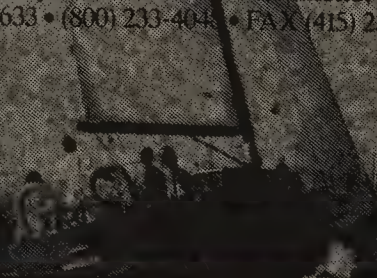
36' Ruffian was launched in 1979 in New Zealand. Her triple-skinned, cold molded Kauri construction combines the classic beauty of wood with the strength and integrity of fiberglass.

There's not another like her in all the islands... at any price. She's strong and fast, comfortable and easily sailed. And she's well equipped for both racing and cruising.

THE 1988 HYRAPH SEASON CHAMPION

**Passage Yachts** INC.

Ruffian is offered at \$89,000  
1220 Brickyard Cove Rd., Pt. Richmond, CA  
(415) 236-2633 • (800) 233-4045 • FAX (415) 234-0118



## SEA THE FINEST! JOIN OUR PRESTIGIOUS FLEET OF BOAT DONORS!

The California Maritime Academy provides unparalleled boating and sailing programs, and is the direct beneficiary of the boat acquisition program operated by the California Maritime Academy Foundation.

Utilizing the waters of the Carquinez Straits and San Francisco Bay, C.M.A. welcomes vessels of all types, marine equipment, and training aids.

The California Maritime Academy Foundation receives no government support. Your TAX DEDUCTIBLE CONTRIBUTION will be used for demonstration and as training aids, or will be sold to advance the instructional program. DONATE YOUR VESSEL TO THE CALIFORNIA MARITIME ACADEMY!

For additional information and free brochure, call or write:  
CALIFORNIA MARITIME ACADEMY FOUNDATION, INC.  
P.O. Box 327  
Vallejo, Ca. 94590  
(707) 648-4216



## VOLVO PENTA

• FACTORY TRAINED  
SPECIALIST DOES ALL  
SERVICE WORK

• ONE OF THE LARGEST  
VOLVO PENTA PARTS  
INVENTORIES

• TECHNICAL HELP

• SMALL ORDERS AND  
DEALER ORDERS  
WELCOME

• WE SHIP VP PARTS  
AND ENGINES  
WORLDWIDE

CALL TOLL FREE NATIONWIDE

**1-800-326-5135**



**MARINE SERVICE** INC.

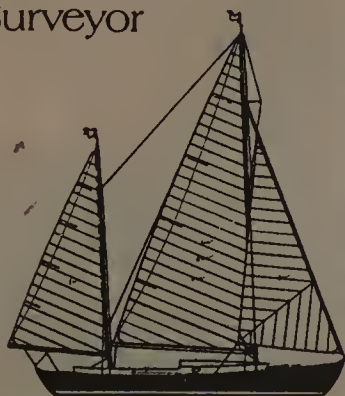
145 THIRD STREET  
SAN RAFAEL, CA 94901  
(415) 453-1001  
FAX (415) 453-8460

## KENT PARKER

Marine Surveyor

Purchase Surveys  
Trip Survey  
Appraisal of Damage  
Casualty Reports  
Mast Surveys

P.O. Box 2604 San Rafael, CA  
**(415) 457-5312**



**Now Leasing**

★ Berth Spaces ★ Waterfront Office/Shops  
**(415) 331-5550**

85 Liberty Ship Drive, Sausalito, CA 94965



# NEWPORT-CABO '89:

Occasionally, as we slide down the rusty razor blade of life, the Big Guy upstairs, for whatever reason, affords us a quick glimpse of heaven.

Granted, it's just a little peek — something to keep us going as we beat upwind through the squalls of life — but arguably those are the moments we live for. The brief preview of the afterlife, of course, takes on different forms depending on where your passions lay: for skiers, it might be carving the first tracks on KT-22 the morning after a snowstorm; for golfers, it might be birdying the 18th hole at Spyglass as the sun slowly sinks into the Pacific; for hikers, it might be a picnic by a rushing waterfall on Mt. Tam's Steep Ravine Trail after a spring rain.

For yacht racing fanatics, the closest approximation to heaven on earth in recent memory was last month's tenth biennial Newport Harbor to Cabo San Lucas Race, a near perfect 790 mile downwind run for 39 boats in four divisions. Prior to the March 11th start, host Newport Harbor YC, casting modesty aside, had advertised their race as "the best sailing event from the

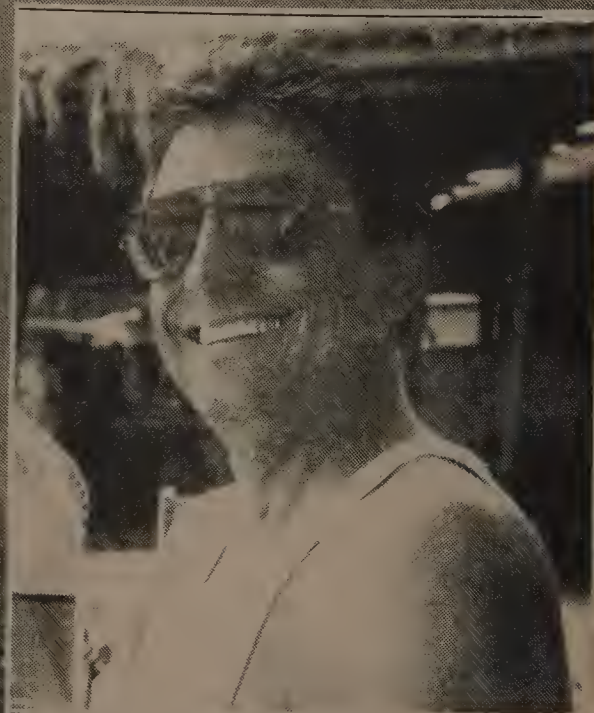


Just another hard day at The Office, the newest yachtie hangout in Cabo.





# A SLICE OF HEAVEN



Long live the King: John Delaura.

United States to Mexico." Normally, we'd be inclined to dismiss anything that bills itself as the "best" (or, worse yet, the "ultimate") as self-serving hype; in this case, however, that description — thanks in large part to the weather — turned out to be richly deserved.

"It was absolutely a little slice of heaven," enthused veteran Mexican racer Norman Davant, a watch captain on *Pandemonium*. Reflecting on their low finish in the 15-boat sled class, Davant went on to pay the race a supreme compliment: "I've never had so much fun

doing so badly in my life!"

Some people might have had a little more fun than others, like John Delaura, whose SC 70 *Silver Bullet* was the big winner in IOR, or the Diepenbrock family of Sacramento, who sailed their Swan 46 *Troubadour* to victory in the eight-boat IMS fleet. But basically, you'd have to have your wires crossed not to have enjoyed this one: the competition was fierce and the conditions were ideal: sunny skies and steady 20-25 knot breezes from behind, well behaved waves, no water on the deck (unless you buried the bow into a "speed

bump"), and a half moon — not to mention a million stars — to guide your way at night. Throw in some old friends, a pair of deck speakers, a few good meals and cold *cervezas*, and — *voila!* — it was a recipe for a memorable race.

The first two thirds of the race was classic rhumbline drag racing stuff; then, from Mag Bay to the finish off the Solmar Hotel, things got tactical. "How you positioned yourself for the approach to the Cape basically determined how you fared in your peer group," remarked *Silver Bullet's* winning navigator, Mark Rudiger.



# NEWPORT-CABO '89:

"Out was the way to go this year." But whether you went in or out, the race was never particularly physical nor, as some might testify, petrifying like the Newport-Cabo Race two years ago when *Blondie* burned down the course in 2 days, 22 hours, a record that may stand well into the 21st century.

This race, which most of the fleet used as a shakedown for the June 30 TransPac, was mercifully quick: the first boat to finish, Mitch Rouse's exotic squeaky-new yellow Reichel/Pugh 68, *Taxi Dancer*, galloped into Cabo after 3 days and 6 hours, an average of just over 10 knots for the course. The race was also relatively uneventful, as heavenly races should be. There was, however, just enough controversy (namely a protest, later disallowed, by the race committee against *Mauna Lani Flash* for violating Rule 26, the commandment that says thou shalt not advertise) and carnage (a handful of kites and one mast, that of the Swan 46 *Bandit*, bit the dust enroute to Cabo) to keep things interesting.

With all due respect to the other



"Aga"? Indeed, Delaura's first three races in his new boat have been king-like: before this race, he was second to *Blondie* in LAYC's November Cabo Race and won February's sparsely attended Puerto Vallarta Race. Delaura attributed his successful

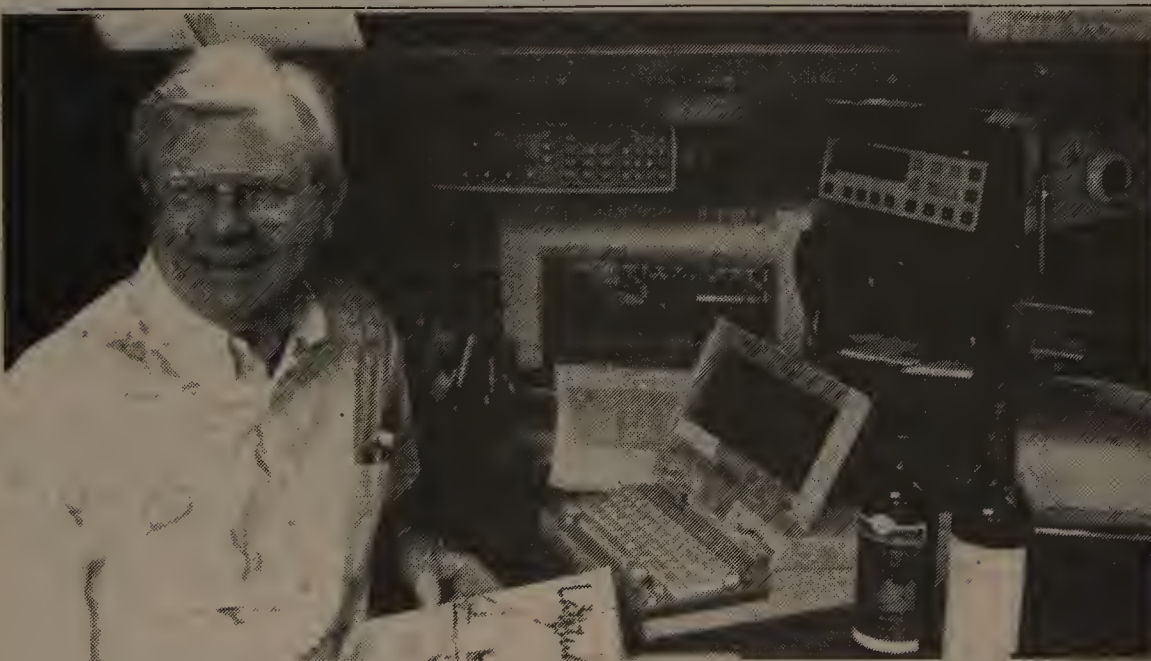
The brand new SC 70 *Chance*: our vote for the best looking sled in the fleet.

behind. See page 130.)

Delaura, who came to this country from Portugal at age 11 and now owns seven recycling companies throughout California, also won this race overall in 1981 in his old boat, the Baltic 37 *Intrepid*. "But this race was a bigger thrill," claimed the King, "It was like a three day buoy race: We were in sight of six boats at the finish!" At one point, the *Bullet* sailed side-by-side with third place finisher *Blondie* for 100 miles, which Delaura and *Blondie*'s Pat Farrah figure helped propel both boats to front row seats. Another factor in the *Bullet* victory was their ability to pick up shifts that other boats may have missed: "We jibed at least 12 times a day — enough to crack our boom," remembers crewmember Robert Flowerman.

It's a bit early for predictions, but *Silver Bullet*'s win bodes well for her chances of "bulleting" the '89 sled circuit, a seven race, one throwout series consisting of this race, Ensenada, Ahmanson, Cal Cup, TransPac (counts double), Big Boat Series, and Long Beach YC's fall Cabo Race.

Another boat that sailed extremely well right out-of-the-box was Mitch Rouse's new composite-built *Taxi Dancer*, which sailmaker Ed Lorence drove to line honors by nine minutes over the *Bullet*. Calling *Taxi Dancer* "radical" and a "breakthrough" may not be too far off the truth: compared to the other "condo 70s", she's a work of industrial art. Even the untrained eye can discern that she's a thorough-bred racer: no windows on the cabin sides, unpainted



Chuck Jacobson, owner of *Allure*: a man with good taste in wine and literature.

24 competitors, the real action was in the 15-strong ULDB 70 class. Seven SC 70s went up against five Nelson/Marek sleds, as well as *Taxi Dancer* and two classic blasts from the past, *Merlin* and the 23-year-old Spencer 62 *Ragtime*, which is older than her skipper Mike Farrah. The racing was incredibly tight — as the finish times will testify to — and when the smoke cleared, there was a new king ruling the sled battlefield: *Silver Bullet*'s John Delaura.

In fact, Delaura's crew have nicknamed him "The King", and why not in a sport that already has a "Pope" and an

debut to a good boat ("we haven't had any teething problems") and an excellent crew, a mixture of Southern and Northern Californians headed by Bill Menninger and Jeff Madrigali. (Ed. note: *Three of the Bullet's crew* — *Madro*, *Mark Rudiger* and *Carlos Esteban Badell* — left "widows"



# A SLICE OF HEAVEN

ALL PHOTOS LATITUDE/ROB

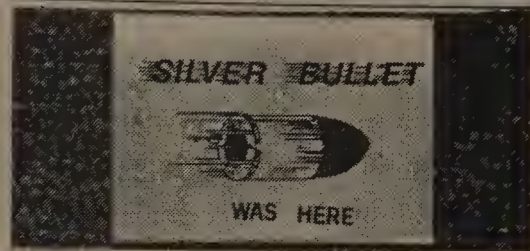
keel among other problems, but once again pulled a rabbit out of her hat to finish third. She'd been running about sixth throughout the race, further proof that the competition is intensifying. She was pressed by *Pyewacket*, which changed keels and sailmakers and now seems faster than ever. Owner Roy Disney, a nice guy, didn't take home any trophies, but ask him if he cared: his company, Shamrock Holdings, just "lost" a bitter takeover struggle with Polaroid, a battle which *The Wall Street Journal* reports should still realize Shamrock a cool \$25 million. And you wondered how these guys pay all those big boat bills?

Class B, essentially a seven boat SC 50 one design class with three oddballs thrown in, was won by Lu Taylor's *Racy II*, which came out of nowhere on the last day. They finished fourth boat-for-boat and corrected out first by half an hour over Chuck Jacobson's SC 50 *Allure*. Or did they? Afterwards, Taylor, one of the true gentlemen in the sport, felt that the race committee miscalculated the handicaps and that *Allure*, with her new lighter rig, actually won. He went over the numbers with Jacobson, who obviously agreed with him, because the two men apparently switched trophies. The Newport Harbor YC

Letting the good times roll on *Pandemonium*.

race committee claims to know nothing about this, or at least they weren't talking to us about it.

Regardless of who was first and second, another SC 50, Davis Pillsbury's cherried-out *Ralphie* (aka, hull #2, ex-*Shandu*, ex-*Upbeat*) came in an undisputed



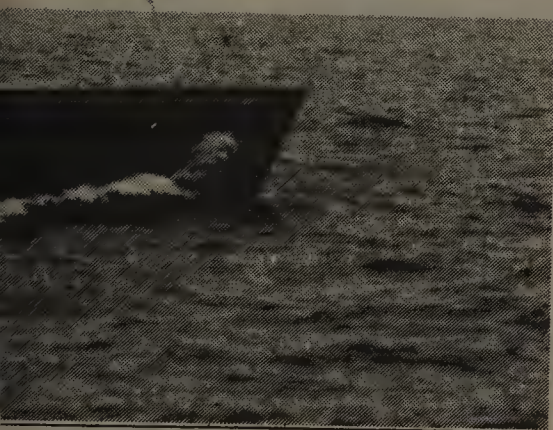
Silver Bullet's ubiquitous "calling card".

third. But Pillsbury, who's been in the game a long time (he used to own the famous Carter design *Red Rooster*), won't be in the SC 50 class much longer — he just ordered the latest SC 70 from Bill Lee. It too will be called *Ralphie*, after the buffalo mascot of Pillsbury's alma mater, the University of Colorado.

Correcting out fourth, but leading almost to the end, was the beautiful 20-year-old 12-Meter *Heritage*, whose boat motto was "dinosaurs don't surf". In under 15 knots, the Chicago-based woodie waterlined away from the fleet — unfortunately for them, most of the race was sailed in higher winds. Led by Steve Grillon, her 19-man crew (for a boat with only eight bunks?) just pointed her DDW and, according to Jim Morris, "We barrel-rolled our way to Cabo. First we'd dip the boom in, then the spinnaker pole. And to top that off, sometimes waves would break over each end of the boat. It was a real adventure!"

*Reliance*, Chuck Nichol's well-sailed N/M 41 out of San Diego, easily won Class C, a seven-boat assortment of aging IOR warhorses. Crewmember and well known sailmaker Scot Tempesta, obviously delirious with the joy after their victory, proposed to his girlfriend afterwards in Cabo — which is probably the most exciting thing that happened in this class.

*Mauna Lani Flash*, Art and Libbie Kamisugi's Peterson 48 with an all-Hawaiian crew, took line honors and second place in class. Their happiness was short lived: the race committee protested them for advertising (for the Mauna Lani Resort on the island of Hawaii) during the race, setting off a rash of bad vibes. "We were set up," claims a still indignant Art Kamisugi. "They didn't tell us they were protesting us until we got to Cabo. Furthermore, they discriminated against us — why not bust everyone who advertises, like Roy Disney, who flew his Mickey



spars, unpainted black carbon fiber interior, open cockpit, no wood, etc. Paradoxically, the weight savings were enough that the designers were able to put a few amenities back in, e.g., a watermaker, refrigeration and an enclosed head. But it's the design that makes this taxi dance: she's longer and more IORish than any 'other sled, sporting a small vertical bulb keel, minimum wetted surface and a lighter displacement than the current norm. She'll be another boat to watch in this "summer of sleds."

*Blondie*, long the benchmark in the sledding world, picked up a fishnet on her

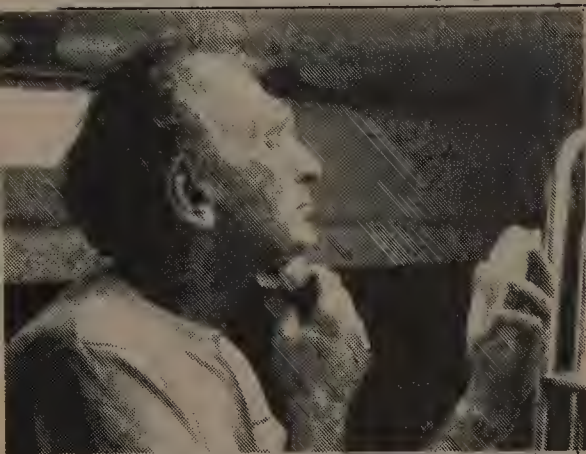




# NEWPORT-CABO '89

Mouse flag on the morning of the race?"

The race committee's position was that, unlike other series that allow advertising in consideration of an increased entry fee (the Big Boat Series, for instance, let the *Flash* race with her "leaping marlin"



Cleanliness is next to godliness: Pando's Tom Leweck cleaning up his act during the race.

graphics for \$500), the Newport-Cabo Race does not allow advertising at all. None, period, end of story. "We told them that from the beginning," insists race chairman Arthur Strock. Fortunately for Art and Libbie, the race committee's protest was disallowed on a technicality (they didn't inform the Kamisugis in time) and the issue was allowed to die.

There's a lot more to the story, but suffice it to say that what we had here was "a failure to communicate". You can bet the Kamisugis will be chatting with the TransPac race committee well ahead of time — and don't be surprised to see the boat without its distinctive hull graphics and spinnakers in that race.

The IMS class, we can't help but point out, was another class dominated by Northern California boats. Jim Diepenbrock, Sr.'s familiar Swan 46 *Troubadour* won, with Peter Noonan's Swan 44-1 *Gusto* following two hours later. *Bandit*, Warren Rosendale's Swan 46, might have been up there with them ("We were making our move," claimed Jim Schutt) but they did a particularly nasty "brodie", i.e., leeward broach, off Turtle Bay and dismasted the boat, a feat previously thought impossible to perform in a Swan. In a class act, Rosendale rented a van and transported his crew to Cabo for the party anyway.

The new measurement rule — this was the first time it's been used in a major West Coast race — seemed pretty well accepted. The most common complaint was that it was hard to figure out how you were doing during the race. For that

## 1989 Newport-Cabo Race Results

Cis	Flt	Yacht	Owner	Club	Type	Corrected
<b>IOR CLASS A</b>						
1	1	<i>Silver Bullet</i>	John Delaura	WYC	Santa Cruz 70	2:22:16:20
2	2	<i>Taxi Dancer</i>	Mitchell Rouse	CYC	R/P 68	2:22:27:12
3	3	<i>Blondie</i>	Patrick Farrah	LBYC	Santa Cruz 70	2:22:37:18
4	4	<i>Pyewacket</i>	Roy Disney	LAYC	N/M 68	2:22:58:39
5	5	<i>Mongoose</i>	Paul Simonsen	SL FYC	Santa Cruz 70	2:22:59:39
6	6	<i>Drumbeat</i>	Don Ayres	NHYC	Santa Cruz 70	2:23:06:45
7	7	<i>Chance</i>	Robert McNulty	LAYC	Santa Cruz 70	2:23:20:02
8	8	<i>Swiftsure III</i>	George Folgner	SDYC	N/M 68	2:23:35:00
9	9	<i>Grand Illusion</i>	Ed McDowell	KHYC	Santa Cruz 70	2:23:49:39
10	10	<i>Citius</i>	Curtis Spencer	LAYC	Santa Cruz 70	3:00:08:35
11	11	<i>Ragtime</i>	Mike Farrah	LBYC	Spencer 62	3:00:29:00
12	13	<i>Prima</i>	Burton Benjamin	SDYC	N/M 68	3:01:08:59
13	16	<i>Pandemonium</i>	Des McCallum	SL FYC	N/M 66	3:01:37:15
14	18	<i>Merlin</i>	Dixon Hall	QBYC	Lee 67	3:02:29:55
15	22	<i>Ho Ku Lele</i>	Taubman/Riehl	LYC	N/M 68	3:02:55:04

### IOR CLASS B

1	12	<i>Racy II</i>	Lucian Taylor	SL FYC	Santa Cruz 50	3:01:01:42
2	14	<i>Allure</i>	Charles Jacobson	HPYC	Santa Cruz 50	3:01:34:27
3	15	<i>Ralphie</i>	Davis Pillsbury	NHYC	Santa Cruz 50	3:01:38:50
4	17	<i>Heritage</i>	Don Wildman	CYC	Morgan 63	3:02:03:08
5	20	<i>Winterhawk</i>	Harold Day	BCYC	Farr 68	3:02:45:59
6	21	<i>Octavia</i>	Stewart Kett	SCYC	Santa Cruz 50	3:02:50:01
7	23	<i>Climax</i>	Mike Campbell	LBYC	Barnett 52	3:03:01:11
8	27	<i>Acey Deucey</i>	Richard Leute	BBYC	Santa Cruz 50	3:07:02:21
9	30	<i>Bombay Blaster</i>	Blaster Syndicate	RBYC	Santa Cruz 50	3:09:40:35
10	31	<i>Emily Carr</i>	David Danielson	PMYC	Santa Cruz 50	3:10:37:19

### IOR CLASS C

1	19	<i>Reliance</i>	Chuck Nichols	SDYC	N/M 41	3:02:37:38
2	24	<i>Mauna Lani Flash</i>	A. & L. Kamisugi	WYC	Peterson 48	3:03:37:44
3	25	<i>Cadenza</i>	Carl Eichenlaub	SDYC	N/M 45	3:04:06:16
4	26	<i>Free Enterprise</i>	Richard Ettinger	NHYC	Andrews 42	3:06:43:18
5	28	<i>Travieso</i>	Ron Kuntz	OYC	N/M 44	3:07:44:28
6	29	<i>Illusion</i>	David Fell	SYC	Choate 44	3:07:55:08

### IMS

1	1	<i>Troubadour</i>	R.J. Diepenbrock	CYC	Swan 46	91:48:37
2	2	<i>Gusto</i>	Peter Noonan	SL FYC	Swan 44-1	93:37:48
3	3	<i>Predator</i>	Jay Steinbeck	SBYRC	Holland 43	96:23:52
4	4	<i>Ms. Blu</i>	Harry Thomasen	BYC	Swan 59	98:04:01
5	5	<i>Splendid Isle</i>	Charles Lacey	NHYC	Swan 57	98:19:47
6	6	<i>Amerigo</i>	Charles Brewer	LYC	Tartan 40	98:39:20
7	7	<i>Carina II</i>	Bill & Barb Colville	NHYC	Swan 46	98:41:58
—	—	<i>Bandit</i>	Warren Rosendale	BCYC	Swan 46	DNF

matter, it took awhile to figure out who won after the race: the Diepenbrock family, which included brothers Mike and Jim, Jr., the boat's watch captains, and sister Louise, had to wait almost a full day before getting the word that they'd won. (The raw data had to be sent to Newport Beach, where it was run through a computer and eventually sent back down.)

But all such minor inconveniences were quickly forgotten after a few cold poolside drinks at the Solmar, where the conversation was already focusing on this

summer's TransPac. Lying there in the sun on one of the most beautiful beaches in the world, listening to the surf crash and watching grey whales plod northward only a hundred yards offshore, time tends to stand still and everything falls into perspective.

It's moments like this year's Newport-Cabo race — a week of downwind sailing and sunsoaked beaches — that make life worth living. It was a slice of heaven and it's too bad that all of life can't be so pleasant. But, as the English poet Robert Browning once observed, "A man's reach should exceed his grasp, or what's a heaven for?"

— latitude/rkm



# Are you ready for Summer '89?



Sure, we are proud that North technology consistently dominates racing at "world class" levels. But just because we design winning sails for boats ranging from the Admiral's Cup to the America's Cup, doesn't mean we ignore the local handicap racers!

North technology dominates at the YRA and club levels too. Our "grand prix" victories may grab the headlines, but the hundreds of IMS, PHRF and one-design racers that compete and WIN every weekend with North Sails are really our "bread-and-butter."

In the San Francisco Bay Area, North has helped local customers win more races at *all* levels than any other sailmaker!

Get tuned up now for the '89 Season...call Steve Taft, Duncan Kelso or Jeff Madrigali.

## Newport to Cabo Race

North-equipped boats win 1st, 3rd, 4th and 5th Overall in IOR ...and 1st & 2nd Overall in IMS!

### IOR Overall

**1st** "Silver Bullet" SC70  
John DeLaura

### IMS Overall

**1st** "Troubador" Swan 46  
R. James Diepenbrock

**2nd** "Gusto" Swan 441  
Peter Noonan

2415 Mariner Square  
Alameda, CA 94501  
(415) 522-5373



# PRODUCT HIGHLIGHTS

## New 2000/3000

### Windlass

Lewmar Marine has just announced a completely new Windlass models 2000 and 3000. The vertical electric windlasses have been specifically designed to complement the sleek modern looks of the latest



generation of sail and power boats. The customary Lewmar attention to detail and appearance is reflected in the close coupled chain hawse pipe and the all chromed bronze finish which, with the skillful combination of polished and textured surfaces, gives a very sophisticated look on deck.

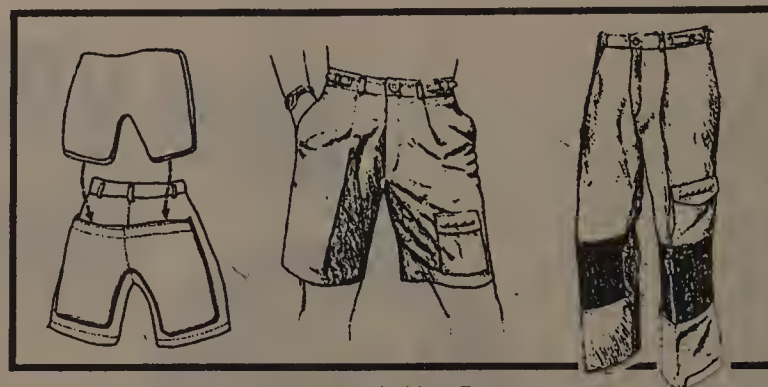
Available for 5/16" and 3/8" high test, grade 40, calibrated Acco chain. With push button remote control a useful safety feature, the new Windlasses give the same high performance as the equivalent well established Lewmar vertical windlass range. 12 or 24 volt models as well as a complete range of hydraulic windlasses from 2000 to 8000 are available.

### Lewmar Marine, Inc.

23 Broad Common Road, Bristol, RI 02809  
(401) 253-6200

946 Calle Amanecer, Unit P  
San Clemente, CA 92672  
(714) 361-6880

1410 Speers Road  
Oakville, Ontario,  
Canada L6L 5M1  
(416) 827-8910



### Pleated Sailing Pant

A line of rugged yet handsome, pleated sailing clothing by Sailing Angles is unique in both its construction and design features.

10 oz 100% cotton canvas, deep 12" side pockets, double stitching on belt loops and seams, non corroding zipper chain, gusseted cargo pocket . . . plus a double seat and double knees are just a few of these hearty pants great qualities.

Protective options, however, distinguishes Sailing Angle's *Derrier* wearline from others. The *Fanny Fender* and *Knee Fenders* are 1/2" non absorbing foam, buttock-thigh, and knee protectors that are completely optional. They slide in or out of their velcro pockets at your option.

The rugged, refined, protective-optional garment designed for those who work/play hard and like to look good while they're at it.

Pants: \$72.00. Available in shorts: \$49.95.

Fanny Fenders \$9.95 Knee Fenders 2 for \$5.95

Unisex sizes 28-42 Colors: Khaki, Blue, White, Khaki with blue knee/seat

### Sailing Angles, Inc.

P.O. Box 331725, Coconut Grove, FL 33233  
1-800-666-3616 (305) 666-3615

### Starbrite Mildew Stain Remover

The marine environment and mildew just seem to go together. The unfortunate result of this partnership is severe staining of many vinyl, plastic, wood and other hard surfaces. That's why Star Brite recently introduced new Mildew Stain Remover.

The easy to use formula removes mildew stains on contact with no rubbing or scrubbing required. Just spray on, let the product do its work for a couple of seconds and rinse off. Vinyl covers, cushions, headliners, caulked surfaces and more take on a like-new appearance right before your eyes.

Star Brite Mildew Stain Remover is packaged in a 16 fl oz spray bottle with a suggested list price of \$4.95. It is available at marine accessory dealers, fishing tackle retailers and sporting goods stores.



### Star Brite

4041 S.W. 47th Avenue  
Ft. Lauderdale, FL 33314  
1-800-327-8583  
(305) 587-6280 in Florida

### Star Brite

#### Premium Golden Teak Oil

Star Brite Premium Golden Teak Oil is being introduced for the boater who wants maximum protection of his teak trim and accessories with a minimum amount of work.

The formulation starts with special natural oils, each selected for their unique protective and beautifying properties. These ingredients are then chemically modified to form high molecular weight polymers which stand up to the worst weathering Mother Nature can unleash. Latest technology additives are blended in to screen out UV rays from the sun which can degrade and damage teak. The result is a teak treatment which excels in protection, preservation and beautification of all marine teak surfaces.

In testing, Star Brite Premium Gold Teak Oil lasted two to six times longer than other teak oils currently on the market.

Star Brite Premium Golden Teak Oil is packaged in a 32 fl oz bottle with a suggested list price of \$11.95 and in a 1 gallon jug with a suggested list price of \$34.95. The 1 gallon size is offered with a \$3.00 mail-in consumer rebate. It is available at most marine and sporting goods retailers.

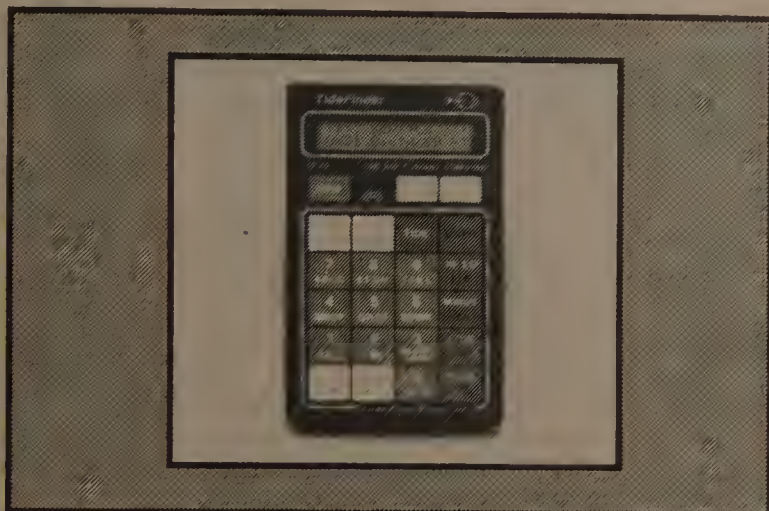


### Star Brite

4041 S.W. 47th Avenue  
Ft. Lauderdale, FL 33314  
1-800-327-8583  
(305) 587-6280 in Florida



# PRODUCT HIGHLIGHTS



*TF-20 TideFinder*

Compute tides and currents as easily as pressing a button. TideFinder computes the time and height of the next high, low or minus tides as well as the height at any specified time. Also, compute the time and speed of the next flood or ebb current and the time of the next slack as well as the speed of the current at any specified time. The TF-20 operates on 3 'AA' style alkaline batteries and is programmed to operate through the year 2000. East and West coast models available. Use your own alpha-numeric descriptions to describe over 80 of the 2000+ pre-programmed tide and current locations.

## **Conex Electro-Systems, Inc.**

P.O. Box 1343, Bellingham, WA 98227  
(206) 734-4323 FAX (206) 676-4822



## *Heavy Duty Deep Cycle Marine Batteries*

Engineered and manufactured to provide years of trouble-free service.

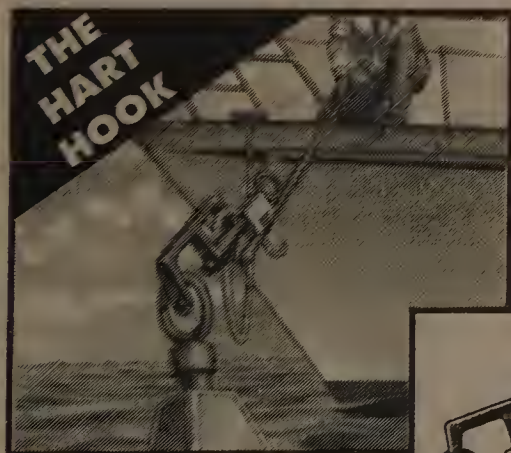
Thicker, taller, heavier plates and premium glass mat separators

*Available at the following local marine chandleries and service distributors:*

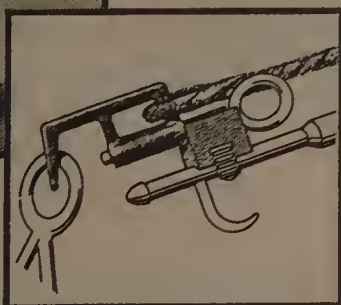
Svendsen's Chandlery, Alameda	Golden State Diesel Marine, Oakland
Proper-Tighe Marine, Alameda	Berkeley Marine Center, Berkeley
Stone Boat Yard, Alameda	Boater's Friend, Berkeley
Nelson's Boat Yard, Alameda	Scandinavian Marine, Berkeley
Neville Marine Electric, Alameda	Nau-T-Kol Marine, Richmond

## **American Battery**

22851 Sutro Street, Hayward, CA 94541  
(415) 881-5122  
(415) 881-1676 FAX



## *Introducing The Hart Hook*



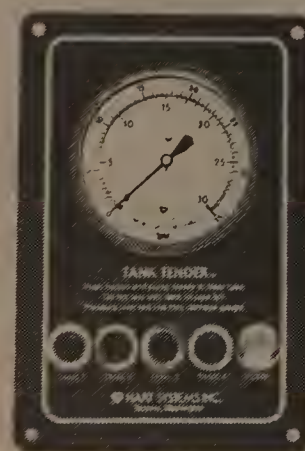
A simple, safe, reliable way to hook your bow line to a mooring buoy. Anyone who has tried to stand on the bow and get a line on a mooring buoy in the wind, current, or with the boat still under way will appreciate the Hart Hook. And release is just as simple!

The Hart Hook is all stainless steel, (17-4 investment casting) and includes a nylon clip for your boat hook. Cost is \$40.00 plus shipping (Washington residents add state sales tax).

Order direct from:

## **Hart Systems, Inc.**

4041 Ruston Way, (J2) Tacoma, WA 98402  
(206) 752-7000 FAX 206-759-3791



## *The Original Precision Tank Measuring System*

Accurate tank soundings have never been easier. One Tank Tender monitors all fuel, water and holding tanks, up to 10 tanks. Features include long-term reliability, non-electric operation, medical grade components and accurate liquid level readings in two to three seconds. Tank Tender operates on pneumatic air pressure, gauged in inches. Installation is quick and easy, requiring one small hole in each tank top. The Tank Tender is UL listed and offered as an equipment option by many builders including Cheoy Lee, Beneteau, Palmer Johnson, Broward and Hatteras.

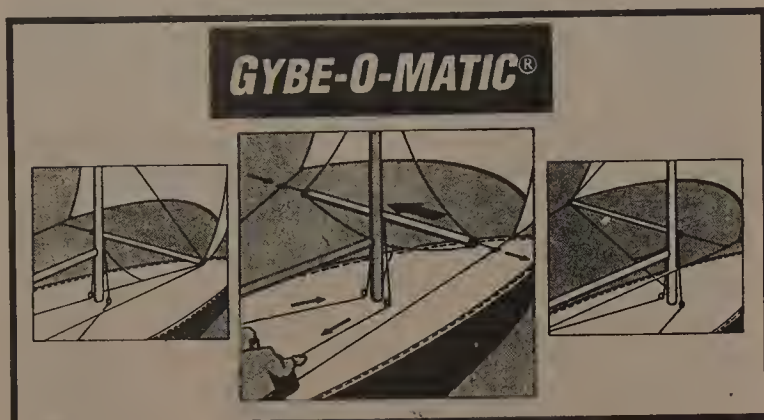
Call or write:

## **Hart Systems, Inc.**

4041 J Ruston Way, Suite 2-A, Tacoma, WA 98402  
(206) 752-7000 Fax (206) 759-3791



# PRODUCT HIGHLIGHTS



## GYBE-O-MATIC®

### Gybe-O-Matic

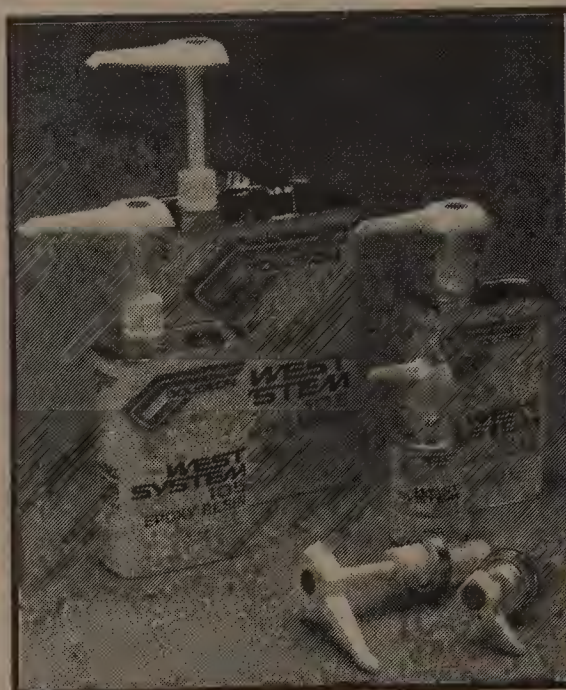
A new spinnaker pole system .

It allows controlled gybes from the cockpit. Now short-handed sailors can fly full spinnakers with ease. Racers will enjoy the added benefit of fast gybes without sending crew weight forward. It even works as a whisker pole. For yachts up to 38-feet without forward lower stays. It will work with babystays or inner forestays attached.

Write for Free Catalog



22322 Gilberto  
Rancho Santa Margarita, CA 92688  
(714) 858-8820  
FAX (714) 858-0505



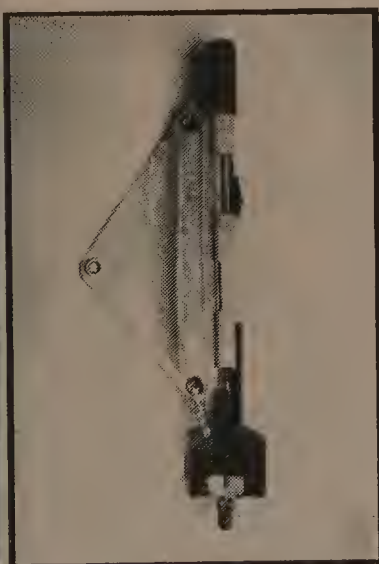
## Free-Rental Video Demonstrates Fiberglass Repair

Learn to make professional, long-lasting fiberglass repairs with WEST SYSTEM® epoxy. Two-part VHS video tape describes, step-by-step, basic mixing and handling procedures, bonding, coating, scratch and crack repair.

Also rebuilding solid and cored panels, even when you don't have access to the back of the repair area. Send \$15.00 (refundable deposit) and \$3.00 s/h. MC/VISA accepted. Includes Free 64-page *Fiberglass Boat Repair and Maintenance Manual*.

## Gougeon Brothers, Inc.

P.O. Box X908  
Bay City, MI 48707  
(517) 684-7286, FAX 517-684-1374



### Flexible Furler

Flexible furler from Cruising Design is the most reliable roller reefing system available. Its one-piece luff extrusion (BF Goodrich GEON) is not affected by the marine environment and will spring back unharmed from any kind of mishap — over winching, spinnaker poles, trailering, or yard handling. The Flexible Furler is engineered to stand up better than metal and work under the worst conditions. And, maintenance is never required. We guarantee our luff against any failure — regardless of how it happened. For boats 19-ft to 29-ft. Cruising Design also manufactures the Mini Reefer (for boats 14-ft to 18-ft), and the CD Prop.

## Cruising Design, Inc.

P.O. Box 151, Peabody, MA 01960  
(508) 532-2712



### CD Prop

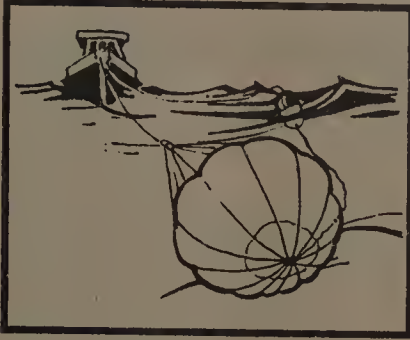
The CD Prop is a computer-designed propeller for cruising sailboats. It features a unique airfoil shape with a variable pitch across the blade for better lift. With this prop, hull speed can be reached at half throttle with less noise and vibration. CD prop provides 15% more forward thrust (to punch through high wind and waves) and 80% more reverse thrust (for backing off sand bars and added maneuvering control). For boats 28-ft to 36-ft with 18-30 hp engines and one inch shafts. (14x14x1).

## Cruising Design, Inc.

P.O. Box 151  
Peabody, MA 01960  
(508) 532-2712



# PRODUCT HIGHLIGHTS



## Drift Reduced Up To 80%

Engineered rugged for reliability. Our Parachute Sea Anchors are made of heavy-duty nylon with reinforcing nylon webbing at load seams. Webbing for suspension lines.

Deployed from the bow, our Sea Anchors reduce boat's drift. Keeps your bow pointed into wave action. Reduces broad side waves, increasing comfort and safety.

Available in 6', 12', 18', 24' and 32' diameters, anchors come with floatline, shackle, carrying bag and instructions.

For order/free information pack, call or write:

### Para-Tech Engineering Co.

10770 Rockville "B"  
Santee, CA 92071  
(619) 448-1189



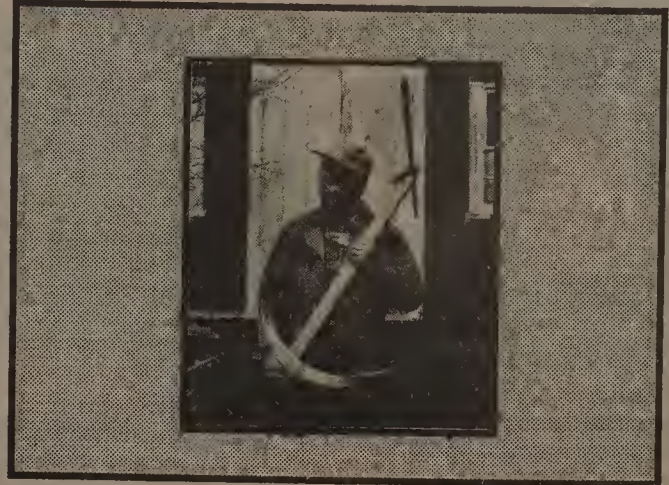
Protects outdrives and outboards in and out of the water.

- Protects against heat and sunlight (UV) damage
- Winterizes
- Inhibits fouling

Highly durable —  
easy to apply spray

### Sandaro Industries

20 Galli Drive, Suite J  
Novato, CA 94949  
(800) 999-7009  
(415) 883-2255



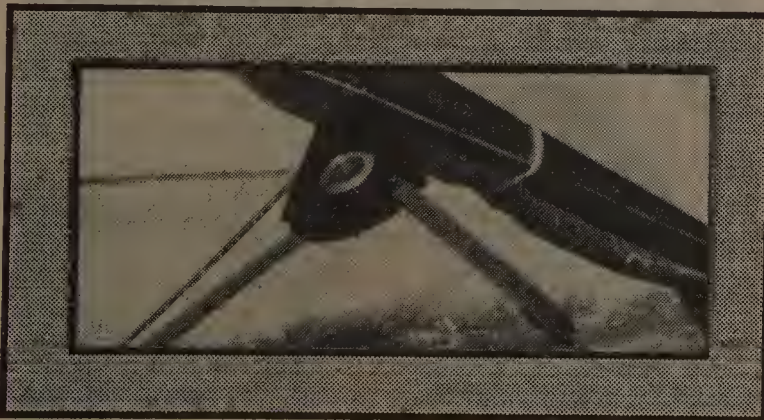
## Luke Storm Anchor

Aside from the fact that this is a wicked good anchor, the Luke Storm Anchor disassembles into three manageable pieces that can be stored below, out of the way. This traditional anchor is a remake of the lost Herreshoff patterns and has excellent penetrating power. It sets immediately, good on a short scope and works well on all types of bottoms — rock, clay, kelp & eel grass. This is the anchor you should consider for your one big storm — How big? Two pounds per foot of waterline.

### Paul E. Luke, Inc.

Yacht Builder  
East Boothbay, ME 04544  
(207) 633-4971

## Singlehanded or Short handed/?



## Brake the Boom

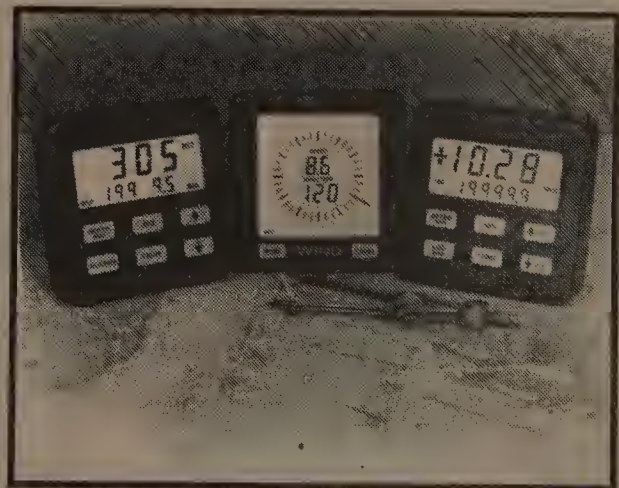
Unique and proven, the Walder Boom Brake helped single-handers take first in the BOC and TransPac... Gives countless cruising sailors greater convenience, control and security. Engineered and constructed to prevent accidental jibes, ease reefing/furling, and act as a boom vang. Installs simply to give full control from the cockpit. Try it free for 10 days.

#103	—	For boats to 29-ft	—	\$219
#203	—	For boats for 39-ft	—	\$284
#403	—	For boats to 59-ft	—	\$374

Use Visa/MasterCard for phone orders or mail check to:

### Diversified Marine Products

143 Westbury Court, Dept. L  
Doylestown, PA 18901-2511  
(215) 340-0906



## SR Mariner 7000 Series

SR Instruments introduces the New 7000 Series. The standard system consists of three flush mounted 4-1/2" square units: The speed processor, capable of computing boat speed, total log, trip log, race timers, surface water temperature, Vmg, and average speed. The wind processor displays wind direction and wind speed in apparent or true, and is capable of providing magnetic heading and wind direction when the optional sensor is purchased. The unit displays all direction data digitally and analogly on a large LCD. The depth processor displays depth in feet, fathoms or meters and has shallow and deep visual and audible fully adjustable alarms. The 7000 can be flush mounted on a bulk head or at the wheel pedestal in optional POD housings.

### SR Instruments

600 Young Street  
Tonawanda, NY 14150  
(716) 693-5977



# PRODUCT HIGHLIGHTS

## VANE SELF-STEERING \* EXCELLENCE \* STRENGTH \* PERFORMANCE



THE PROFESSIONAL  
CHOICE FOR  
BLUE WATER  
CRUISING

Sailboats to 60'  
10 Models  
3-Year Warranty

## SAILOMAT

**SAILOMAT 536** — a masterpiece in design and function. Outstanding performance record. Built in Sweden to highest quality standards. Backed by 15 years professional experience and three years pendulum warranty. Simple installation. Special brackets for difficult sterns. Coupling to tiller or wheel. Over size shafts. Emergency steering capability. Unequalled sensitivity, steering power and reliability. Factory-direct office — for professional advice submit your yacht specifications and stern geometry. Worldwide export.

### Sailomat USA

P.O. Box 1952  
La Jolla, CA 92038  
(619) 454-6191  
FAX (619) 454-1786



### Pekny Anchor

Blends the best of traditional anchor design with modern materials and manufacturing techniques  
Assembles quickly without tools  
Stows virtually anywhere  
Solid stainless steel  
Holds in all bottoms  
Unparalleled strength and durability  
Options include custom flukes and carrying bags

### Pekny Industries, Inc.

4535 8th Avenue South  
St. Petersburg, FL 33711  
1-800-248-HOOK



### Andersen 40ST

The newest model Andersen Stainless is the 40ST two-speed. Forged — not cast — ribbed drum incorporates maximum strength with lightweight design — a mere 11 pounds. The 40ST completes the full line of Andersens, models from the #6 single-speed to the #66ST two-speed self-tailer. Anderson, a 25 year old Scandinavian firm, has facilities in Fort Lauderdale.

### Andersen USA

Box 13015 LT,  
Ft. Lauderdale, FL 33316  
(305) 525-7537

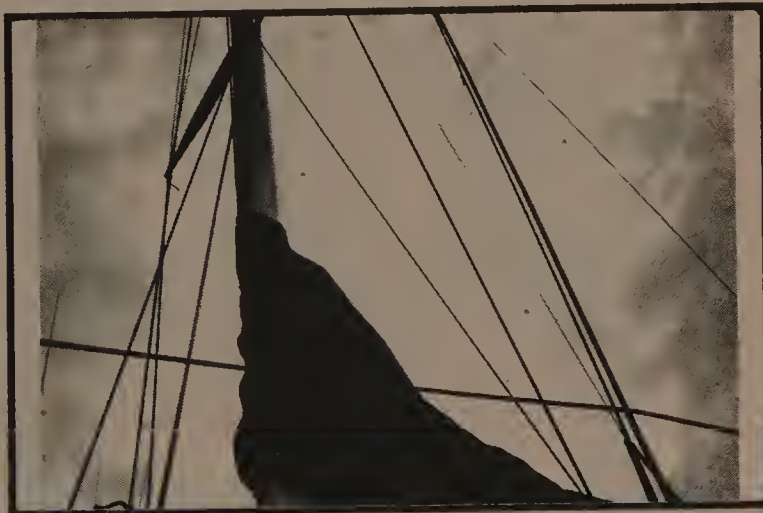


### New! from Metal Magic Universal TV Antenna Mounting Kit

- Fits mast width 3"-6"
- Fits Tandy or Wineguard Antenna
- Strong — Made of type 316L stainless steel
- Easy installation
- Light weight — only 3 lbs

### Metal Magic

333 Kennedy Street  
Oakland, CA 94606  
(415) 436-5134

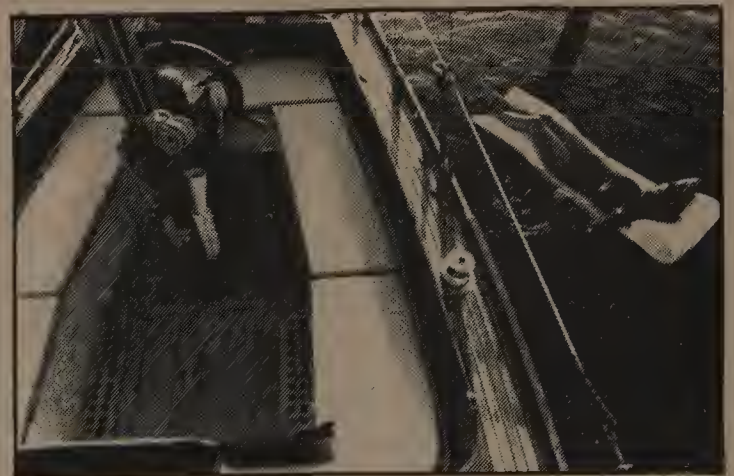


### LeFiell: Kits to Completed Spar Systems

If you want to do-it-yourself, we have 10 standard kits available for boats from 20 to 50 feet. Our kits are complete down to the nuts, rivets and bedding compound. Modified kits can be designed with your particular needs in mind, including welded and painted spars, one-line reefing booms, custom mastheads, tapered masts, plus other innovative features. Custom spars are also available for you technically minded sailors, with safety factors verified by Compu-Spar computer design program. Our specialty is working with you on an individual basis to meet your particular needs. Please send for information or call:

### Le Fiell Marine Products

13700 Firestone Boulevard  
Santa Fe Springs, CA 90670  
(213) 921-3411



### Custom Cockpit Cushions

C Cushions are made of 1-1/2-inch closed cell foam (Ensolite) and are guaranteed never to absorb water. No seams, no zippers, no soggy cockpit cushions. C CUSHIONS are coated with a tough, marine vinyl with a UV inhibitor, ensuring extended weatherability, abrasive resistance and easy-to-care-for finish. C CUSHIONS offers a new dimension in boating pleasure: cushion comfort and positive flotation for fun and safety. Call or send patterns or measurements for a quote and brochure. Over 550 patterns on hand — we may have yours. Raw, closed cell foam is available — bulk or cut to pattern. For as little as \$10, your C CUSHIONS can be personalized. Colors are white, beige, little blue, gray, yellow and royal blue.

### C Cushions, Inc.

313 North Bronte  
Rockport, TX 78382  
(512) 729-1244 (800) 531-1014



# Genesis

Genesis is a **laminated** comprised of three parts:

- A. Base film;
- B. Fibre support system;
- C. Covering film.

## Base Film

Tedlar (polyvinyl fluoride) is the basis of the membrane.  
It is:

- Impervious to creasing, cracking, wrinkle propagation and subsequent shrinking.
- Tolerant of chafing and abrasion.
- Resistant to ultraviolet.
- Conducive to bonding.

## Fibre Support System

The fibre networks of the Genesis material are made up of Kevlar because this material possesses:

- High tensile strength
- Low elasticity at break
- Low elasticity when subjected to constant load

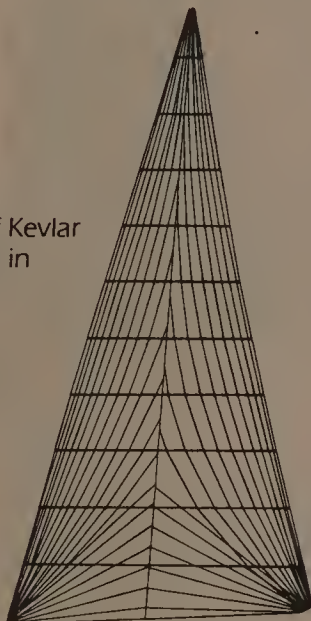
## Covering film

Mylar (polyester) is the secondary or covering film.  
It is:

- Strong in multi-directions at low loads (resists elongation in all directions)
- Resistant to heat (withstands laminator oven temperatures)

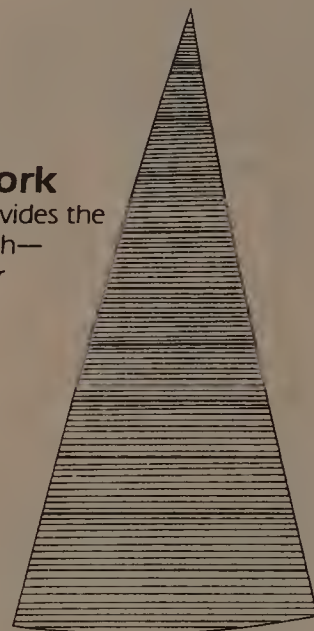
## Primary Fibre Network

The primary fibre network consists of Kevlar yarns oriented in such a way as to lie in the way of inherent dynamic load patterns within the sail. *The sail is the primary fibre network; the primary fibre network is the sail.*



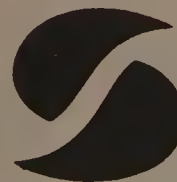
## Secondary Yarn Network

The secondary yarn network provides the sail with transverse—luff to leech—support. Support here is of a far smaller magnitude than that which resists the primary dynamic loads, but nonetheless, transverse support is required and therefore put in place.



The finished product is one which possesses:

1. Inherent strength for structural durability.
2. Durability of surface and membrane.
3. Light weight for great efficiency.



## SOBSTAD

1230 Brickyard Cove Road  
Pt. Richmond, California 94801  
415/234-4334 or 234-8192

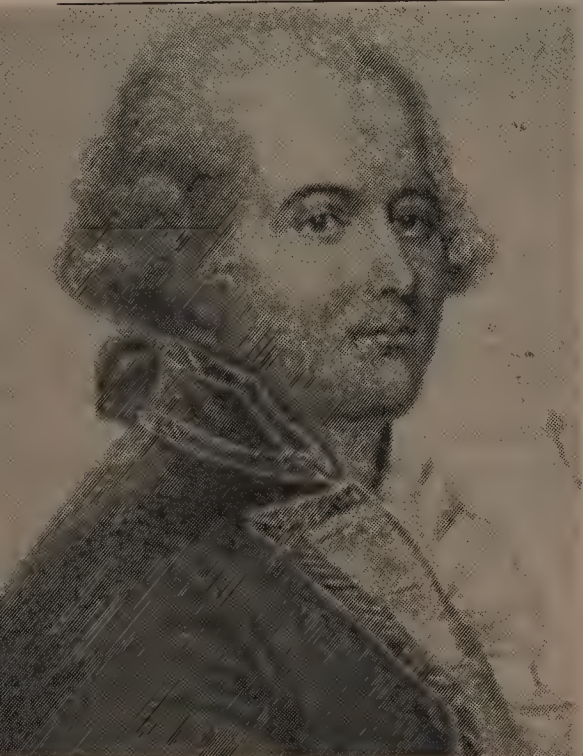
Sobstad San Francisco, associated with Sobstad International.

U.S. Los Angeles, Marina Del Rey, San Diego, California; Old Saybrook, Connecticut; New Orleans, Louisiana; South Dartmouth, Massachusetts; Annapolis, Maryland; Brentwood, New York; Newport, Rhode Island; Seattle, Washington. International Seaforth, NSW, Australia; Thornton, Ontario, Canada; Fareham, Hampshire, England; Hamble, Southampton, Hants, England; Antibes, France; Casarza, Ligure, Italy; Kanogawa, Japan; Parnell, Auckland, New Zealand; San Juan, Puerto Rico; Cape Province, South Africa; Corsier, Switzerland.



# BOUNTY MUTINY

All the elements of a monumental epic were there: a handsome protagonist, exotic women, a nasty captain, tropical paradise, complex sub-plots and murder. We could have had "An intricately woven tale of passion, greed, revenge", and "A



Vice-Admiral William Bligh was a skilled seaman and navigator. Unfortunately, he had trouble getting along with people.

good read".

Unfortunately, the *Bounty* mutiny saga was written by Human Nature (a younger sister of Mother's), long notorious for being a sloppy novelist. Her plot sprawls across the Pacific, then she lets each rivulet of high adventure sputter and die, with the possible exception of Pitcairn Island. All the while, her confusing characters drift through gaping holes in the story line.

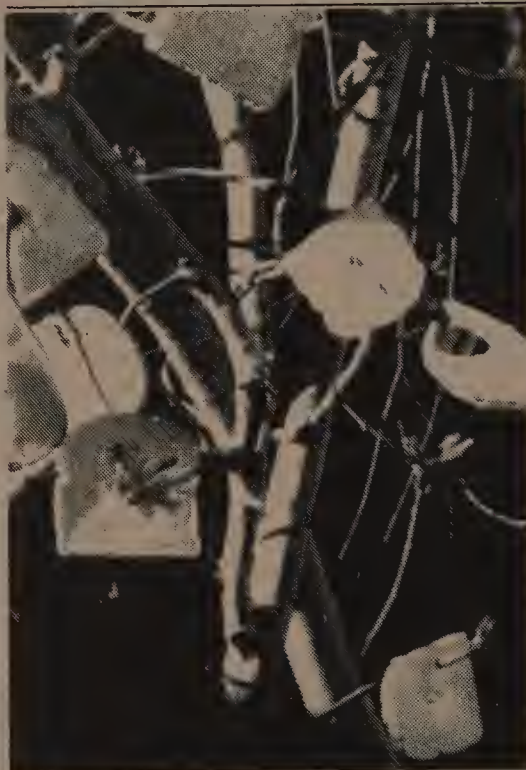
Nature's basic idea was promising enough. Two-hundred-and-one years ago, England's King George III (yes, the King George), lobbied the British sugar planters

Christian was  
murdered by  
a Tahitian  
in 1793.

in the West Indies to import a cheap source of food for their slave laborers. He then sent the Royal Navy transport, *HMS Bounty*, skippered by William Bligh and a crew of 43 officers, tars, and gardeners to Tahiti to collect breadfruit plants. Bligh was

to then bring the melon-sized plants to the West Indies. The plantation owners would make even more money than before, and all of England would benefit.

In those days Tahiti was legendary for something besides breadfruit. After



A 'breadfruit tree' in full bloom. This tree sports almost an entire loaf of Wonder brand breadfruit.

collecting 1,000 rooted cuttings, Bligh had to pry his men away from the arms of the their warm, fragrant *vahines* before he could set a course for the Caribbean. He assumed everything was going great until April 28, 1789 when he was told he'd have to get off the ship. This is when our story unravels.

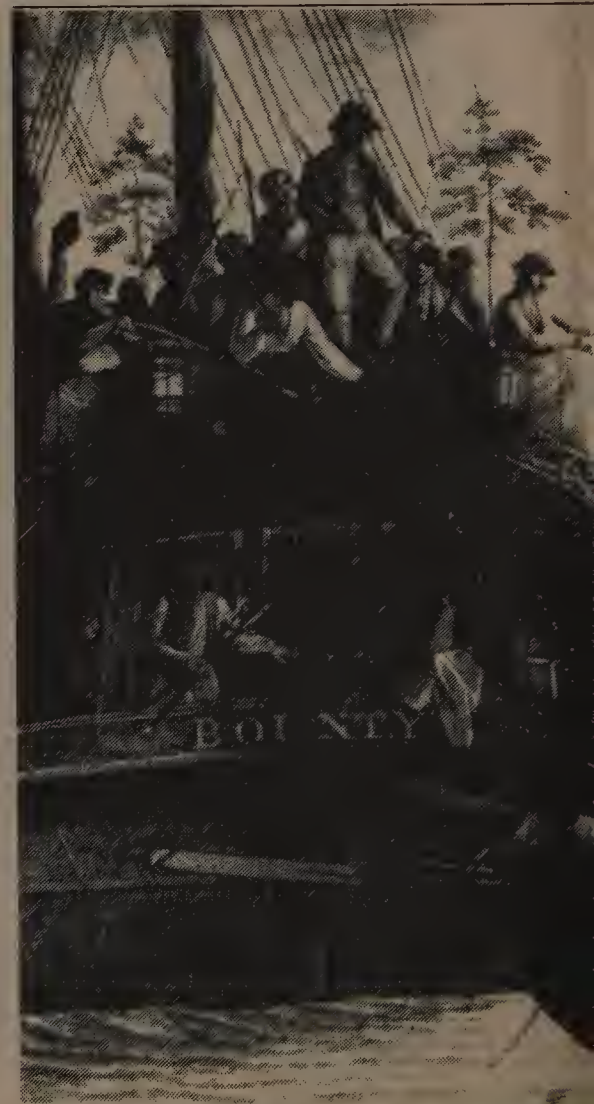
After Bligh is cast adrift off Tafua in the misnamed Friendly Islands, he navigated a 23-foot open boat with 18 loyal men and seven inches of freeboard some 3,618 miles to the Dutch colony of Coupang in the Timor Sea. Heroic? Yes. Incredible? Definitely.

However, before the mutiny Ms. Nature's Captain Bligh was no saint. A raging, incompetent tyrant, at one point Bligh screamed at his scapegoat, Fletcher Christian, because the captain's personal pile of coconuts had dwindled. Then Bligh conveniently became a brilliant, courageous

and even-handed leader in the launch. Believable? Nope.

Meanwhile, once the breadfruit plants had been pitched overboard by the mutineers, we begin to develop doubts about Christian, who had acquired a beautiful Tahitian princess. As the fugitives-to-be island hop in search of a refuge from the Royal Navy and unpredictable Polynesians, the dashing Christian reveals himself to be a crummy hero.

When the *Bounty*, under Christian's command, anchors at Tahiti for the last time in order to shanghai more Polynesian women and men — their Rousseauesque colony would need slaves — 16 Englishmen disembarked, either because there had not been room for them in Bligh's launch or because they'd had second thoughts about the mutiny. After the *Bounty* had set sail and was well off the island, one of the kidnapped *vahines* literally jumped ship and swam for it. Christian's popularity ebbed further still; he was murdered by one of the Tahitian men in 1793.





We can't help but be disappointed in the Christian character, who never even faced Bligh in a stunning climax or staggering showdown.

In 1791, eight years after the mutiny, the *HMS Pandora*, under Captain Edward Edwards, was sent to locate and retrieve the mutineers. Tahiti bound, the *Pandora* actually, sailed within 50 miles of the mutineers hideout at Pitcairn Island. But that's as close as she came, and of course nothing ever came of this twist in the plot.

The *Pandora* expedition collected all the British who'd been left on Tahiti, but then Edwards, a more consistent bugger than Bligh, managed to smash his ship onto the Great Barrier Reef, losing four of the *Bounty* crew. The rest of the sailors, as well as the reader, endured a repetitive open boat voyage to Coupang. By now, the Dutch were certainly starting to wonder

Andy Warhol's famous oil painting of Christian sending Bligh to the longboat.

about the British Navy, too.

As for Bligh, he not only didn't bother carrying out his own revenge by scouring

## Friday, April 28: Have Your Own Mutiny on the *Bounty* Bicentennial Party

Necessary ingredients are known to all:

1. Scores of lusty sailors who haven't set eyes on a lady in months.
  2. Hundreds of tan, young, exotic women, eager to give the men a most intimate welcome ashore.
  3. Grog — Pusser's Rum was and is the authentic thing.
- Here's how it works: The men wear period costumes and the women wear grass skirts. Everybody gets drunk and has sex. Hardly anybody gets flogged. Don't forget to send us an invitation.

the Pacific himself, he didn't even attend the courtmartial of the mutineers who made it back to England. Why not? Because he went off on a second, and this time much more dull, breadfruit mission. Incredibly, we are robbed of even a courtroom drama.

'Mr. Breadfruit' finally delivered 2,000 plants to the West Indies, where they flourish and bear the starchy fruit that tastes somewhere between a potato and a

winter squash. But the slaves refused to eat it, in perhaps the one moment of ironic brilliance amid years of plot bungling.

Twentieth century historians also

whisper about a homosexual liason between Bligh and the Christian during the first leg of the voyage, a liason which ended as soon as the *vahines* of Matavai Bay scrambled aboard the *Bounty* in October of 1788. Bligh, they say, remained celibate while Christian and the rest of the crew enjoyed six months of idyllic heterosexual lovemaking.

These same historians suggest that Christian refused to continue the relationship with Bligh once the *Bounty* weighed anchor and paradise disappeared below the horizon. Maybe this would explain why Bligh came down so hard on the psychologically unstable young Christian. Inconsolable over leaving his Tahitian lover, Christian, goaded by hell-raisers among the crew, became sort of an unwilling, confused, pirate.

But we'll never know if these historians were right, will we?

One wishes the *Bounty* epic could be rewritten by a more competent writer than

## Was Captain Bligh Gay?

Not bloody likely, is it? But what can you expect from a San Francisco publication. The man had one love, and it wasn't Christian, Mrs. Bligh, or even breadfruit. The man lusted after duty!

Incompetent tyrant? Ha! Blinded by duty, yes, but also a brilliant navigator, superb seaman and stand-up guy. See Capt. Cook for references.

—another 18th century observer

Ms. Nature. After all, the film-makers have had three chances. A gripping, towering, powerful rework would provide posterity with consistent characterization, a tightly-knit plot, and all the steamy details. Perhaps then this mutiny yarn would be worth literary kudos such as "Fascinating!", and "The best sea story of 1789!"

— an 18th century observer





# THE WORLD

With reports this month on **Charter Guides**; learning from **Charter Cooks**; a planned Sausalito YC cruise to **Yugoslavia**; an Ocean Voyages charter to **Pitcairn Island**; the **Charter From Hell**; and, chartering in **Maine**.

## Charter Guides

In chartering, as with sex, the anticipation of the great event is almost as good as the real thing. With sex, the anticipation consists of flirting and foreplay; with chartering, it's a good cruising guide.

We recently received review copies of four cruising guides from Cruising Guide Publications of Clearwater, Florida, and are happy to report that two of them are excellent.

Of interest to the greatest number of readers, because it covers the charter capital of the world, is the 1989-90 edition of Simon and Nancy Scott's *Cruising Guide To the Virgin Islands*. Having given the book a thorough workout during four weeks of Big O charters in the Virgins early this winter, we feel safe in pronouncing it the best cruising guide we've ever used. It's packed with information about everything

instructions for all the popular anchorages. As for "foreplay", the color aerial photographs are enough to make even the jaded sailor's heart pound harder and faster. At \$14.95 it's a terrific bargain; don't charter the Virgins without it.

In previous trips between Martinique and Grenada, the Big O crew has relied almost entirely on Chris Doyle's *Sailor's Guide To The Windward Islands*. A long time charterboat captain in the region, Doyle's guide has a colorful style and many anecdotes that are a perfect match for his "down island" subject matter. The latest edition, number four, has been significantly upgraded by the inclusion of some excellent aerial color photographs of the more popular anchorages. Jammed as ever with information, Cruising Guide Publications was wise enough not to sterilize Doyle's entertaining prose in the latest edition. The guide is a 'must' for anyone chartering in the waters of Martinique, St. Lucia, St. Vincent and the Grenadines, and Grenada — considered by many experienced sailors to be the finest cruising waters of the world. Also \$14.95.

Lest you think we're a soft touch for reviews, Chris Doyle's *Sailor's Guide To a Venezuela Cruise* is, in our opinion, a dog. Described as "a sample of an extensive cruise" (?), both the information and charts are woefully incomplete. We got the distinct impression that Doyle really doesn't know that much about his subject matter — not the best thing if you're writing a cruising guide. What's there may be accurate, but it's inadequate. Selling for \$12, Doyle's guide to Venezuela represents nowhere near the value of his other guides.

Also new is the *Cruising Guide to the Sea of Cortez (From Mulege to La Paz)* by Simon and Nancy Scott (who did the excellent guide to the Virgin Islands). We've sailed between Mulege and La Paz many times, and the interesting thing about this book is that we hardly recognized the area. The color photographs are so luscious we'd find ourselves saying "where's this, we've got to go there!" — only to find we've already been there several times. It's a disconcerting feeling, to say the least.



LATITUDE/RICHARD

Simon and Nancy Scott's lovely *Cruising Guide to the Sea of Cortez*.

from cruising permits in the BVI's to all the places you can buy ice. The charts are superb and comprehensive, as are the



Unlike the first two guide books mentioned in this article, which are jam-packed with information, the *Cruising Guide To The Sea of Cortez* seems thin. Only part of the reason is because the area covered has so few towns, restaurants, stores, roads or fuel docks. While far from being the most definitive guide to the Sea of Cortez, it's the most beautifully done. \$12.95.

All of these Cruising Guide Publications are available through your local chandlery or nautical bookstore.

Have you used any good cruising guides to popular charter areas? If so, we'd love to hear about them.

— latitude 38

## You Learn Something New Every Day

How's your flag etiquette I.Q.?

Last month a charter skipper we know was taking a group of guests from Redhook, St. Thomas in the U.S. Virgins to Jost van Dyke in the British Virgins. The





captain asked the cook to raise the BVI flag on the starboard spreaders, as required by law.

The cook, for reasons known only to members of her profession, hoisted the flag on the port spreader.

Anyone can make an error, figured the captain, pointing out the mistake to the cook.

"Oops," laughed the cook, who immediately raised the flag on the correct side.

The captain didn't look at the flag again for 10 minutes, but when he did, he couldn't believe his eyes. It was upside down! "Cooks," he sneered under his breath, "they ought to be confined to their galley with their recipe books and bottles of scotch until the conclusion of a charter."

"Tell the cook," he instructed the deckhand softly so the newly-arrived charter guests wouldn't overhear, "that she screwed up the flag again. Have her put the damn thing right-side up!" As the

For a cook, this flag is as good as right side up.

deckhand disappeared below with the message, the captain, on his first charter with this particular cook, wondered if she might not be bananas, a relatively common affliction in the Caribbean.

The deckhand returned with surprising news for the captain. "The cook says you're supposed to fly the flag upside down so the officials know that you haven't checked in yet. Once you've taken care of the paperwork, you re-raise the flag right-side up."

"No kidding?"

"No kidding."

'Geez', thought the captain with renewed respect for the cook, 'that's a new one on me.'

Sensing a golden opportunity to let the guests know that he wasn't an arrogant know-it-all, the captain addressed the guests. In a folksy manner he explained

that wonder of wonders, the lowly cook had just given the venerable captain a little lesson in flag etiquette. Even the sailors among the guests were impressed, for the upside-down-before-checking-in procedure was a new one on them also. The captain noticed a few of them committing this little bit of knowledge to memory for use back at the yacht club.

Later that evening at Foxy's, the cook taught the captain another lesson: that she wasn't to be taken lightly. Her tongue loosened by a scotch or two, she confessed that she's fabricated the whole upside-down flag business on the spur of the moment to save face. Which she did by making a fool of the captain.

And now you know just one of the reasons captains and cooks always eye each other so warily.

— latitude 38

## Sausalito YC to Yugoslavia

During the last few years, Sausalito YC members and their friends have bareboat chartered in the Caribbean (twice), Greece, French Polynesia and New Zealand. This September they'll be sailing the beautiful Dalmation coast of Yugoslavia and would like to extend an invitation for other yacht club members to join them.

The charter is being arranged through Kavos/The Moorings, will feature Oceanis boats built by Beneteau, and will start from Trogir.

Any questions can be directed to Cruise Chair — and Mexico vet — Maren Kelly at 381-8310.

## Ocean Voyages Did Fine By Us

In response to a query in the February issue about Ocean Voyages trips, I'd like to report my husband and I were very happy with Mary Crowley's crewed charter from Tahiti to Pitcairn Island and back. It took two days to sail over and ten days back; we spent two unforgettable weeks on the island itself.

Philippe, the 22-year old captain, was an excellent navigator and knew just how to set the sails for maximum speed. He had sailed his own boat from France to Tahiti, and had taken part in many Atlantic races.

Yvon, the first mate, was the same age as Philippe. He was a good mechanic and cook. He spoke only French and



# THE WORLD

German, but when he had one of his delicious meals ready, he'd come up on deck and announce: "Eating!"

Pitcairn rises up out of the ocean, with no protection. The poor crew had to remain aboard the boat for almost the entire two weeks, so they could move the



LEONA WALLACE

Two residents of Pitcairn Island come out to see a visiting charter yacht.

boat to the other side of the island if the wind shifted.

It was a great trip; I wish I could go again.

— leona wallace  
la jolla

## Charter From Hell, A Bad Way To Start The Year

As much as the Coast Guard and others might wish, a U.S. Coast Guard Captain's license is not necessarily a guarantee of competence. Just ask George Davis, wife and friends. The six of them paid \$5,000, excluding food, for licensed captain Ray Murphy and crew to take them from Key West, Florida to Great Iguana

Island in the Bahamas aboard Murphy's 51-ft ketch, *Seabird*.

Murphy, who had long hair, a beard, and wore four gold chains with a glass eye around his neck, was an excellent entertainer, played his role colorfully, and had a well-kept boat. It's with the actual operation of the boat that he seemed to have some problems.

It started when *Seabird* was briefly detained by a gunboat after Murphy had brought her too close to Cuba. The following morning the engine, which along with the generator had been run constantly for three days, died because they were out of fuel. Then the batteries went low. Finally the the Loran went bad, leaving Murphy unsure of their position.

According to Davis, when one of the guests spotted an island, Murphy immediately announced that it was their destination. In reality, Great Iguana was 120 miles over the horizon. It was during Murphy's attempt to beat to the island that the guests discovered he wasn't the best ocean sailor in the world. This was later confirmed by Murphy's sister, who said most of his charters consisted of motoring Key West vacationers to nearby snorkeling spots.

When Murphy finally was able to close on the island in the black of night, he did something odd; he set more sail. Murphy told his guests not to worry, that his boat had a thick hull and would bounce off the bottom if she hit. He was wrong. *Seabird* crashed onto the reef, came to rest at a precarious angle, and began taking on water. Murphy's reaction would not get Coast Guard approval: he went below and prepared himself a 36-ounce tumbler of rum and Coke.

Murphy did make sure his guests made it to the shore of the uninhabited island, but then his behavior became even more alarming. When they asked for blankets, Murphy had his mate tell them to stay away from his boat. At dawn he came on deck and raged at the sea gods. A short time later the mate discovered that Murphy had shot himself in the head; authorities later confirmed it was a suicide. Murphy's sister admitted the 49-year captain had told her he didn't expect to live long. A victim of a crushed skull in an auto accident, he'd been bothered by pain and depression.

The well-equipped *Seabird's* EPIRB quickly brought a Coast Guard helicopter and rescuers, so no one suffered too much. While most of the guests have lost interest in chartering, Davis, a retired Navy chief, wasn't put off. Although Murphy was incompetent, Davis said he was a lot of fun until he lost control. Although Davis would be more careful in picking a skipper, he says he'd like to try the charter again next year.

—latitude 38

## The Maine Thing

Allergic to the tropics but still want to charter? Maine may be what you're looking for. Not only is it "the only place in the Northeast that New Yorkers haven't destroyed", but thanks to its many coves, inlets and islands, it actually has a longer coastline than California.

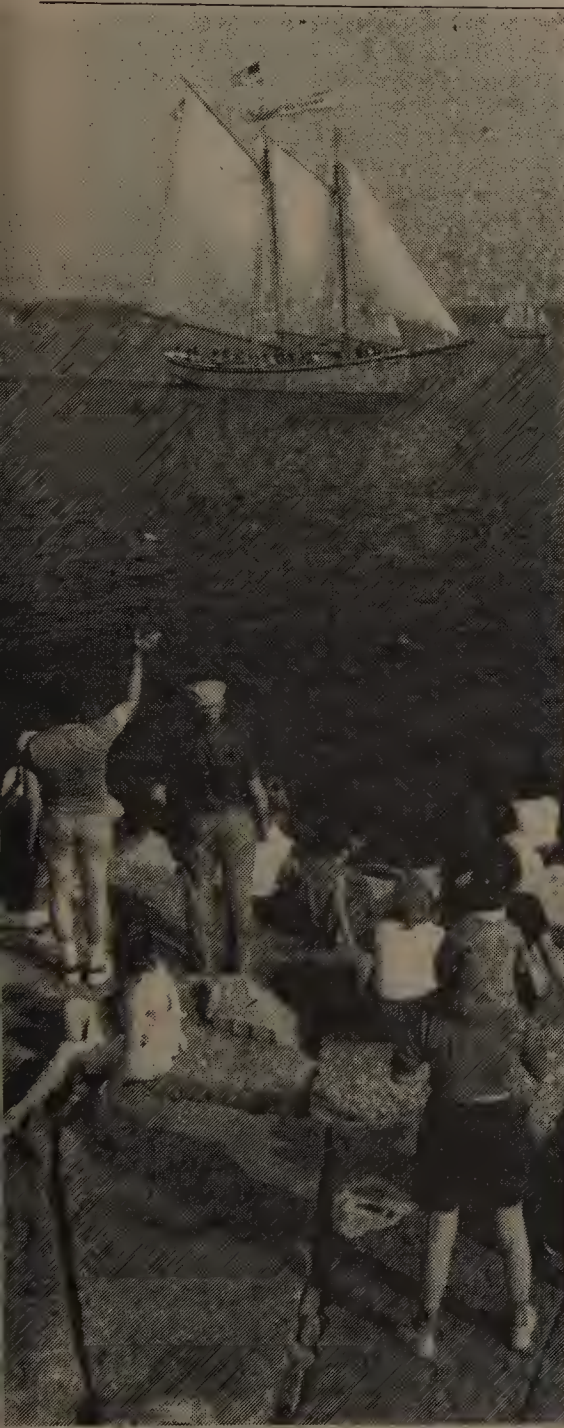
Wags claim that Maine's sailing season is July 29. In actuality, it begins sometime in May and ends early in September. Way up at latitude 44, days are warm but nights can be cool. Swimming is described as a "sobering experience" that's best left to the young and foolish. Unknown in the tropics, both fog and moose thrive in Maine.

Sailing off the "Pine Tree State" is normally a gentle experience. The normal sailing breeze is a 10 to 15 southwesterly that comes up about 11 a.m. and dies out in the late afternoon. For your cruising comfort, evenings and mornings are calm. Naturally there are periodic exceptions.

Kiel Cove at the end of the Tiburon Peninsula is the only place in Northern California that even vaguely resembles the Maine coast, which is dominated by granite boulders, rocky beaches and pine trees. The bottom is good for anchoring, with lots of sand and mud. Tides are about nine to 10 feet, so you have to watch your depth. Maine has so many fine anchorages that you seldom have a problem finding a cove to yourself.

The pace of life is slow. Very slow. Maine's shoreside attractions are, as you might expect, sedate. Visiting the L.L. Bean headquarters in Freeport is about as wild as life gets. The Bath Ship Museum is a worthwhile attraction as are Hinkley and Sabre, two of the finer yacht manufacturers in the United States. Places that bring smiles to the faces of Maine cruising vets are Boothbay Harbor, Bar Harbor, Blue





DEBBY SMITH

Downeast, you can get there from here.

## Hill Bay and Christmas Cove.

It's illegal to visit Maine and not eat your ration of lobster. In the height of the season it sells for as little as \$3 a pound.

Maine's premiere sailing competition is the Monhegan Island Race which usually draws 100 boats. Held in August, this 120-miler starts in Portland and uses Cape Elizabeth and Monhegan Island as rounding marks.

Maine; ideal for those who think there's more to chartering than a sunburn in the tropics.

— latitude 38

## If You Don't Have Anything Good To Say . . .

One of our goals with the *World of*

*Chartering* section is to help folks identify the better charter outfits and avoid the less good ones. It would seem a simple matter; folks write in either praising or knocking the experiences they've had with the different companies.

Alas, things are never as simple as they appear to be. For example, if somebody writes in and reports they've had a terrific charter, there will be no problems because the charter outfit is going to agree wholeheartedly with such an evaluation. But in cases where someone says they had a bad charter, there's bound to be a heated dispute. That leaves us in the impossible position of having to decide, on hearsay alone, who to believe: charterers who say the boat they got was broken down and dirty, or the charter company that claims the charterers were overly persnickity incompetents who grouse about perfection in an attempt to extort a partial refund.

If we had no experience in such complaints, our inclination would almost always be to believe the consumer's side of the story. But having tried to referee all too many such disputes in the last 12 years, we've learned that you can't cast judgement until you've spent countless hours sorting out both sides of a story. Since we have neither the skill or inclination to play judge, we're delighted we don't have countless hours available to devote to such an endeavor.

Charter companies also note that angry customers are much more likely to take the time to complain than satisfied customers are to praise. We know this to be true as a result of an ill-fated marina survey we conducted several years back.

Then there's the matter of nobody being perfect. We had a case where a charterer complained about his experience with one company. When contacted, the company responded with written reviews from all the other groups that had chartered the same boat that season; all the reviews were good to excellent. "Should our company be damned because just one charter out of 16 wasn't excellent?" asked the owner of the outfit.

Having given the matter quite a bit of thought, we've decided that all future *World of Chartering* reports will be "good guy" letters, indentifying companies that have done a good or excellent job. While



DEBBY SMITH

Serenity reigns supreme in the Pine Tree State.

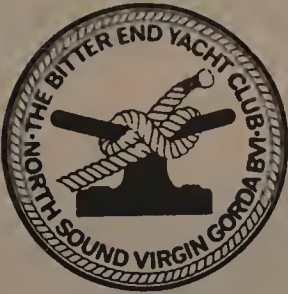
this is not the ideal solution, we think it's the most fair.

If you had a bad charter, we'd still like to hear from you. If we get three or more about a single company in a season, we'll then poke our nose into the situation. In fact, we're doing just that with a company that operates boats in the Med.

So no matter if your charter was good or bad, please drop us a short note. Your review, good or bad, will help future charterers make smart decisions about which companies to work with. Incidentally, we've been getting plenty of mail about the bigger charter outfits like The Moorings; we'd love to hear more about the smaller companies and ones operating in less popular charter areas. We appreciate your assistance.

— latitude 38





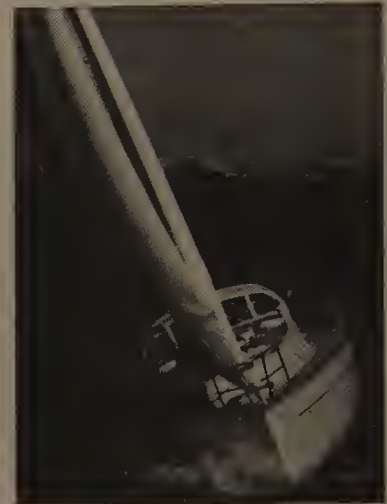
## THE BITTER END YACHT CLUB

Virgin Gorda, British Virgin Islands

*"Chartering at Bitter End means FREEDOM"*

Your chartering vacation is more than a boat when you charter a Freedom Yacht and a Resort!

- Your brand new Freedom 30 means fabulous cruising.
- Plus - enjoy every resort amenity and activity.
- Daysail J-24s, Cal 27s, Lasers, Rhodes 19s and Sailboards.
- Snorkel from one of our many Boston Whalers or scuba dive with a group. Join sea-going excursions.
- Fine dining in two restaurants, and gourmet picnic lunches. Poolside bar and food service. All meals are included.
- Organized Sunday races in Lasers and Rhodes 19s. (J-24s on request!)



For more information or reservations:

**The Bitter End Yacht Club, International**

875 N. Michigan, #3707 Chicago, IL 60611  
1-800-872-2392. 312-944-5855

## Nicholson Yacht Charters

FULLY CREWED LUXURIOUS YACHTS WORLDWIDE

SAIL or POWER

Established 1949

Mediterranean, Caribbean, Eastern Seaboard, USA

*The Fun Begins The Minute You Call Us!*

432 Columbia St.  
Cambridge, MA 02141-1043  
FAX 617-225-0190

**(800) 662-6066**  
(617) 225-0555

## RACE OR CRUISE CHARTER



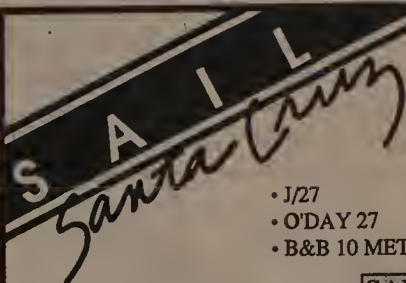
EXPRESS 37, "GEOGRAPHICALLY UNDESIREABLE"

### INDIVIDUAL EVENT OR FULL SEASON

For lease or charter. This Express 37 is now on the charter market after being kept clean and in excellent condition for the last two years with little or no use. She's ready for TransPac, Oakland to Catalina or 1989 YRA season. What about Cabo in November? She can further be leased for one or two years. The boat carries a full inventory of Sobstad sails and the running rigging is all new. Boat is in the Bay Area.

### LANE CHARTER & LEASING

Reese Lane (213) 305-8052  
Bud Graves (415) 865-5870  
(415) 533-7693



### BAREBOAT CHARTERS

- |                |               |               |
|----------------|---------------|---------------|
| • J/27         | • CATALINA 30 | • O'DAY 34    |
| • O'DAY 27     | • NEWPORT 33  | • CAL 33      |
| • B&B 10 METER | • FUJI 32     | • GULFSTAR 40 |
|                | • MORGAN 32   | • MORGAN 43   |

### SAILING INSTRUCTION

BEG • INT • ADV • ASA TRAINING FACILITY  
2-5 DAY OCEAN SAIL & NAV CLASSES  
TEAM CHALLENGE  
EXECUTIVE TRAINING WORKSHOP SEMINARS



**PACIFIC YACHTING UNLIMITED**

333 LAKE AVE., SANTA CRUZ, CA 95062 (408) 476-2370





# How To Sail Into The Sunset Without Getting Burned.

If you're thinking about buying a charter yacht, The Moorings has a word of advice:  
*Stop.* And think about this.

A charter yacht company can promise you the world.  
But unless they can charter the yachts in their fleet, and meet their pro formas, their promises  
are worth less than you paid for this magazine.

Which, considering the price of a fine sailing yacht, is a frightening thought, indeed.  
That's why we urge you to do your homework. Compare company performance. History.  
Bases. Guarantees. Down to the tiniest detail.

And include in your comparisons, The Moorings new 1989 Yacht PartnerShip™  
programs. Complete information on each is available by  
calling 1-800-521-1126 (In Fl. 813-530-5651).

We're certain you'll be impressed. Especially  
when you sail into your first sunset.

They're all the more brilliant when you  
haven't been burned.

**The Moorings.**   
**What Are You Waiting For.**

British Virgin Islands • St. Martin • St. Lucia • Grenada • Sea of Cortez  
Tahiti • Kingdom of Tonga • Yugoslavia • Turkey • Greece



# IN '89 THERE'S A CHOICE CHARTER A SANTA CRUZ 50, SOVEREL 55 OR GULFSTAR 50



## AVAILABLE IN '89 FOR RACING OR CRUISING

"EMILY CARR" — SANTA CRUZ 50  
"SHADOW" — SOVEREL 55  
"STARDUST" — GULFSTAR 50

### "Bare Boat" Racing Schedule

#### 1989 MAJOR LONG DISTANCE RACES

Date:	Race:	Miles:	Fee:
June 8	LBVC RACE WEEK (SC 50 Class Racing)	Local	\$ 4,000
July	TRANSPAC	2,200	\$20,000
July 3	Oakland to Catalina (Great Fun!)	400	\$ 5,500
Sept 17-23	St. Francis Big Boat Series (SC 50 Class Racing)	—	\$ 5,500
Nov	Long Beach to Cabo San Lucas	950	\$10,000

#### 1989 LOCAL RACING EVENTS

Apr	Newport to Ensenada (Beer Run)	160	\$ 5,500
Apr	Ano Nuevo	78	\$ 2,500
Apr	Marina del Rey to Newport	75	\$ 1,300
Apr	Ventura to Newport	120	\$ 1,650
May	Long Beach to San Diego "Moonlight Race"	100	\$ 1,650
May	Long Beach to Dana Point	40	\$ 1,300
May	Sta Barbara around the Isles to Ventura "Hardway"	110	\$ 1,650
June	Channel Islands to Marina del Rey	75	\$ 1,300
June	Channel Islands to Santa Barbara Island	100	\$ 1,650
July	Marina del Rey to San Diego	120	\$ 2,500
Aug	Santa Barbara to King Harbor	120	\$ 2,500
Aug	Newport to Coronado	90	\$ 2,500
Sept	Windjammer	64	\$ 2,500
Sept	Dana Point to San Diego	75	\$ 1,300
Sept	Long Beach to Dana Point	40	\$ 1,300
Oct	San Diego to Ensenada (More Hussongs!)	75	\$ 2,500

#### AVAILABLE ALL YEAR FOR CORPORATE ENTERTAINMENT & CRUISES BETWEEN RACES

Bare Boat Charter Fee includes a generous number of days to practice, race, party and relax. Skipper/crew and boat delivery/return available for additional fee.

Daily Rate: \$650 for other events and corporate entertainment.

Cruising Rates: \$650 daily for days 1 and 2, \$350 each day thereafter.  
4 day "long weekend" package for \$1,500

EMILY CARR is fully equipped for IOR & PHRF ocean racing, including extensive electronics and first class sail inventory. Complete charter packaging available for busy executives who don't have time to provision, clean, deliver, and return the vessel.

Races book long in advance, so call NOW for reservations.

Santa Cruz 50 racing is like no other: easily handled BIG boat competition at phenomenal speeds; and affordable rates.

"Thank you for making us successful in '88. Call us in '89 for MORE FUN!"

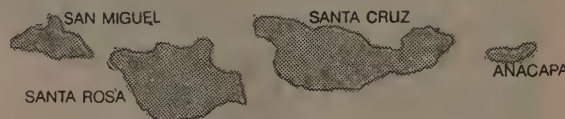
CALL: Lani Spund or June Lundstrom for complete details

(818) 353-6689 FAST IS FUN!

FOOLPROOF MARINE • 11011 Seven Hills Dr. • Tujunga, CA 91042

## Cruise the Fabulous Channel Islands National Park

Starting 11 miles from the harbor, our 40th National Park offers unspoiled cruising grounds. Excellent diving or explore the painted caves.



### Sail and Power

J/40 \* Hans Christian \* Islander \* Catalina \* Tolley Craft

Free membership experienced sailors only, written exam and on-water certification available in Bay Area. Complete instruction programs available. ASA Member.

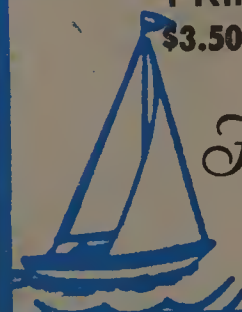
## ISLAND PASSAGE BOATING CLUB

(805) 985-8643 Oxnard

# VACANCY!

## PRIME ESTUARY LOCATION

\$3.50/ft Side Tie • \$4.00/ft Slip  
Up to 45-feet

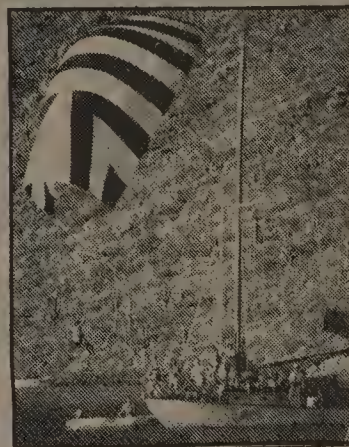


*Fifth Avenue Marina*

#1 5th Avenue • Oakland

(415) 834-9815

# Sea of Cortez



## Join The Fun!

Sun • Fun • Whales • Fishing • Diving  
Bareboat or Crewed

SAIL • POWER • SCUBA • SAIL/DIVE  
LIVEBOARD FISHING

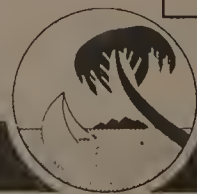
aboard the

"Champagne Fleet" of World Class Yachts

from 33' to 103'

Charter Management  
Guaranteed Payments

PARADISE



CHARTERS

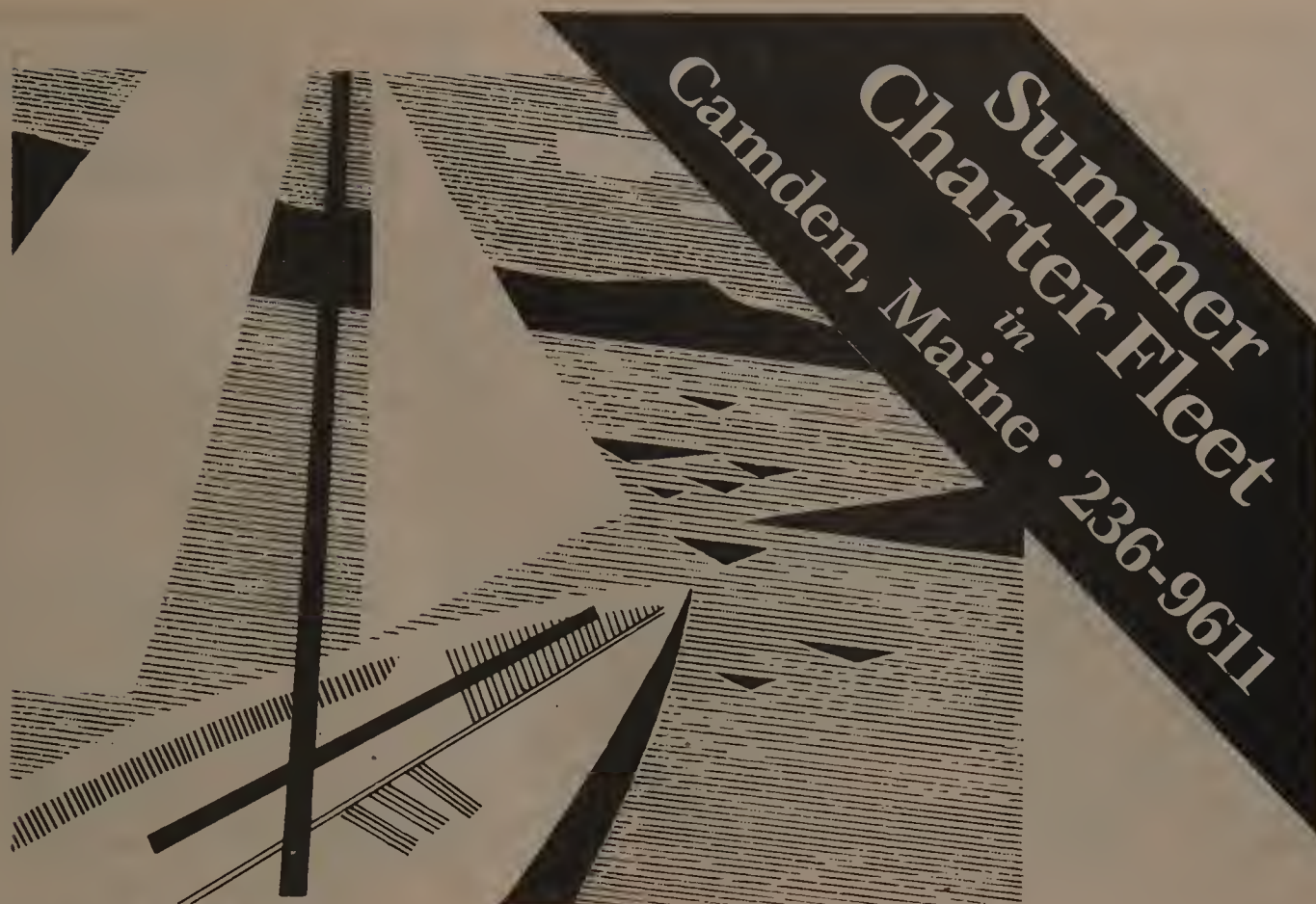
1-800-445-8885  
(California)

1-800-443-8885  
(Outside California)

1070 Marina Village Parkway • Suite 103 • Alameda, California 94501

(415) 865-8885





Summer  
Charter Fleet  
in  
Camden, Maine • 236-9611

# St. MARTIN - ANTIGUA

## The Leewards... the incomparable cruising grounds of Sun Yacht Charters.

A bareboat charter in the Caribbean can be the vacation of vacations. To assure it, make your plans through Sun Yacht Charters - here are some of the compelling reasons to do so:

**Our Sailing Area.** St. Martin and Antigua are in the Leeward Islands - that singular portion of the Caribbean which offers the most appealing mix of unspoiled anchorages, fascinating international flavor and the pleasure of cruising in some of the world's most inviting waters.

**Our Fleet.** Sun Yacht Charters' Henri Wauquiez Centurions are absolutely the finest, newest, best-equipped and most luxurious

yachts available in the charter industry. Our Centurions range from 36-47 feet, each one designed by the well known British Naval Architect Edward Dubois.

**Our uncompromised yacht maintenance and service.** The yacht you charter from SYC is maintained by one of the most exacting yacht-service crews in the Caribbean. Provisioning and our other personalized services are a special point of pride with us and will carefully reflect your needs and wishes.

**Our in-house travel specialists.** Sun Travel Center is a fully accredited agency which can provide you with the most efficient and lowest-cost air travel directly to St. Martin or Antigua . . . *the final touch assuring a perfect Caribbean vacation.* ~




---

SUN YACHT CHARTERS

---

P.O. Box 737 / Camden, Maine 04843 USA / 207-236-9611

**800-772-3500**

*Yacht Management Program Available*



## BAREBOAT DESOLATION SOUND



### LOCATION-IDEAL

If you plan to cruise DESOLATION SOUND or PRINCESS LOUISA INLET just compare our location to that of yachts based in Seattle, Anacortes, Victoria or Vancouver. With us you start your charter only one days sail from Desolation Sound or Jervis Inlet leading to Princess Louisa Inlet. DESOLATION SOUND is very unique with the mountains rising directly out of the sea to heights of 7000 ft.

PRINCESS LOUISA INLET has a tranquility that stretches from the smooth surface of the reflecting water straight up into infinity. Our Marina is 4 hours by road and ferry from Vancouver or 30 minutes by air.

### BAREBOAT CHARTER YACHTS

Charter Fees (6 days 6 nights). Discounts up to 20% for longer.

#### Sailing Yachts

		Before July 9 After August 26	From July 9 To August 26
Catalina 27	O.B.	\$U440	\$U595
Catalina 27	Dsl.	\$U540	\$U705
HTL 28	Dsl.	\$U680	\$U815
CS 30	Dsl.	\$U815	\$U1050
C&C 32, Aloha 32, Saturna 33	Dsl.	\$U960	\$U1180
Nonsuch 30, Jeanneau 32	Dsl.	\$U1085	\$U1320
Mirage 33, C&C 33	Dsl.	\$U1170	\$U1435
C&C 35	Dsl.	\$U1270	\$U1600
Seabird 37	Dsl.	\$U1415	\$U1780
Nomad 41	Dsl.	\$U1545	\$U2000
Beneteau 38	Dsl.	\$U1630	\$U2090

#### Diesel Cruisers

Campion 30	Dsl.	\$U1085	\$U1360
CHB 34	Dsl.	\$U1410	\$U1815
Cortes 37	Dsl.	\$U1630	\$U2050

#### Fast Cruisers

Commander 26	I.O.	\$U1050	\$U1270
Fairline 32	I.O.	\$U1425	\$U1725

May, June and September are beautiful sailing months, so take advantage of our very low early and late season rates.

**FACILITIES-GREAT** There are grocery stores, a deli and liquor store within two blocks of your yacht and there is unlimited free parking right at our Marina.

**SERVICES-PERSONAL** You are important to us. To get you off to a great start we will: pick you up at the Comox or Courtenay Airport, Train or Bus Depot; check you out thoroughly on your yacht; and brief you on your selected cruising area.

**CRUISE N' COURSE from \$U565.** Our Cruise N' Courses are fully provisioned live-aboard courses designed to teach you to bareboat charter one of our yachts while enjoying a cruise to magnificent Desolation Sound.

Prices listed are in US dollars and may vary due to Canadian/American currency exchange rates. Conversion to Canadian dollars is made at the Canadian Bank currency exchange rate current on the day payment is received.

### DESOLATION SOUND YACHT CHARTERS LTD.

(Formerly Gordon Greer Ltd.)

201, 1797 Comox Avenue

Comox, British Columbia, Canada, V9N 4A1

(604) 339-4914

(604) 339-7222

# OFFSHORE SAILING SCHOOL

Learn passage-making skills while sailing on one of more legs of this summer's sailing expedition to, in and from Washington state's magnificent San Juan Islands. Coast Guard licensed captain Sam Crabtree is an instructor of navigation at College of Alameda and aboard *Catch the Wind*, his Cal 39. Join Sam as crew to improve your competence as captain of your own vessel or as a crew member. Practice the various aspects of cruising, from preparation to navigation to anchoring, while enjoying the experience of a lifetime. Eight one-week legs beginning July 8, 1989.

### Embarkation ports

- San Francisco • Crescent City • Astoria • Anacortes •
- Three San Juan Island Cruises, Anacortes •
- Newport • San Francisco

Other trips and  
Individual legs  
Discount if booked



dates can be arranged.  
from \$590 per person.  
by May 15, 1989.

For further information and bookings call:  
**CRABTREE MARITIME SERVICES**

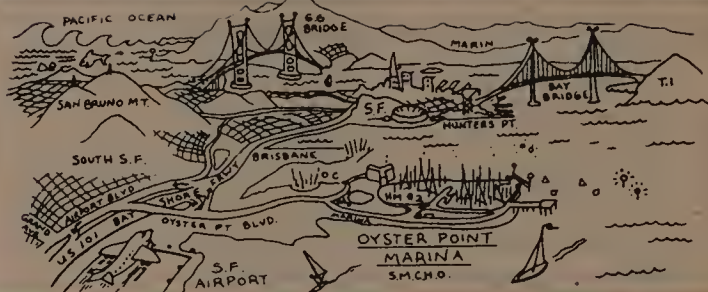
(415) 427-2320 days (415) 372-0144 eves

YACHT DELIVERIES • CHARTERS • RIGGING • INSTRUCTION

Berths still available for Opening Day

## OYSTER POINT MARINA

NEWLY EXPANDED, IDEALLY LOCATED



### COME SEE FOR YOURSELF!

**Berthing:** 600 berths from 26-ft to 60-ft; special trimaran berths.

**Guest Dock and Berthing** available at 30 cents a foot per night.

**Park/Open Space** Approximately 33 acres of park and open space with trails and promenades.

**Swimming Beach:** 2.5 acres of sandy beach.

**Fishing Pier:** A 300' concrete fishing pier.

**Launch Ramp:** Two-lane concrete ramp with parking for 70 boat trailers and cars.

**Restrooms and Hot Showers:** Public restrooms and private restrooms with showers.

**24-Hour Security.**

**Pump-Out Facility** is located on the fuel dock.

**Fuel Dock:** Both regular and diesel; operated by Summit Marine, call (415) 952-3372 for operating hours.

**Dry-Storage:** Operated by Summit Marine.

**Yacht Club:** Oyster Pt. Yacht Club has a beautiful new facility, serving an active, congenial group of boaters, both power and sail.

**Restaurant:** Coming soon at the Oyster Point Village commercial center.

**Haul-Out/Boat Repair:** Facilities are under construction for a full service boat yard.

OR CALL (415) 952-0808



# Go GREECE — and the Mediterranean

with  
GPSC CHARTERS, LTD. — the largest U.S. retail charter  
company for Europe



**For: • Bareboat Charters**

**• Crewed Yacht Charters**

**• Custom Flotillas for your club**

**• Scheduled Monthly Flotillas**

**• Air and Land Arrangements**

For the most complete information package and charter arrangements,  
please contact:

**GPSC Charters, Ltd.**

**600 R St. Andrews Road, Phila., PA 19118**

**Tel: 215-247-3903 Tlx: 5101009781 GPSC CHTR PA**

**and 1-800-S-E-A-'N-S-U-N or 1-800-732-6786**

**Fax: 215-247-1505**

**Available:**

**GPSC Complete Charter Guide**

**GPSC video on yachting**

**in Greece**



©1989 Greek National Tourist Organization New York, Chicago, Los Angeles

## A Few Californian Comments . . .

"This is just a quick note to express appreciation for the services we received from GPSC during our vacation in Greece. I chartered sailing boats in various parts of the world, from Tahiti to Rhode Island and Dalmatia to St. Lucia in the past. I can state that your yacht was one of the best I ever sailed under charter. Your associates were very helpful, the boat was perfect . . . and the Cyclades were beautiful. We're waiting for May to come around when we plan to be back again in the Kalamaki Marina to pick up the same boat once more from you for another great vacation."

**N.F. Molnar**

"I want to personally thank you for the wonderful sailing trip that you made possible through the many services that were provided by you. The yacht was fine and very completely equipped. Your orientation to the islands was invaluable and allowed us to go on our own to other sites in Greece and to understand better what we were seeing. In short, the friendliness, flexibility and information provided by you allowed us to have a great sailing experience. I would be glad to talk to any potential customers telling them of my positive feelings."

**D. Robbins**

"My wife and I recently had the opportunity to travel through the Greek Islands and were very impressed by your country. We would also like to mention a firm by the name of G.P.S.C based in Kalamaki Harbor, Athens from which we chartered a yacht. This firm, operated by Mr. Kostis Kostandarakis, provided us with excellent service. The staff was friendly and helpful and did everything possible to ensure that we enjoyed our holiday. We found the yacht to be not only of high quality design and manufacture, but also in an excellent state of repair . . . Because we believe in and appreciated high quality service, we are writing this letter to commend G.P.S.C. on its excellence and to bring it to your attention."

**T.R. Kennedy**



**Ask for our 1989 Business Report and find out why the majority of US sailors choose to sail with us in the Mediterranean.**



# Why a 'Big O'

## FOR YOUR MIND:

All of us who live and labor in California are being exposed to more mental stress all the time. An adventurous yet relaxing Caribbean charter soothes the tortured mind – naturally.

## FOR YOUR BODY:

A week of sailing, snorkeling, sailboarding, hiking, good food and sunshine will tone and tan you. It also reminds you that you've got a body, one that's worth treating well.





# Caribbean Charter?

## FOR YOUR SOUL:

With our vision obscured by life in the California lane, we tend to obsess on insignificant things. Enjoying a fresh tropical breeze, lots of open space, brilliant stars and schools of brightly-colored tropical fish help put the world back in perspective.

## FOR YOUR POCKETBOOK:

'Big O' charters for between \$1,500 and \$3,000 a week less than other Ocean 71's working the Caribbean (See *Yachting*, September, page 151). But only when booked through Latitude 38 Adventure Charters.

Spring & Summer  
Super Savings  
Save \$1,000 on any charter  
booked before April 15th

*Latitude 38 Adventure Charters*

P.O. Box 1678, Sausalito, CA 94966 Or Call (415) 383-8200



# THE RACING

This month, we have results from a bunch of local races, including the rainy **Wheeler Regatta**, the always popular **Big Daddy Regatta**, the three **St. Francis YC Spring Invitationals**, MYCO's **Champion of Champions**, and the final results of seven **midwinter regattas**. We also took a quick look at **MEXORC**, the **One Ton NA's**, and the **Congressional Cup**. The column ends, as always, with an eclectic assortment of race notes.

## Wheeler Regatta

About 80% (51 out of 67) of the registered yachts in Berkeley YC's 17th annual Wheeler Regatta braved the elements, i.e. pouring rain, on March 18 to compete in two quick races. According to race committee member Bobbi Tosse, the wind for Saturday's races was a fairly steady 12 knots out of the southeast. "We figured it would clock, so we sent everyone off on what should have been a decent course each time," she said. "The bad news was that the wind didn't budge, so everyone ended up reaching around the course. The good news was that everyone was able to get out of the rain sooner."

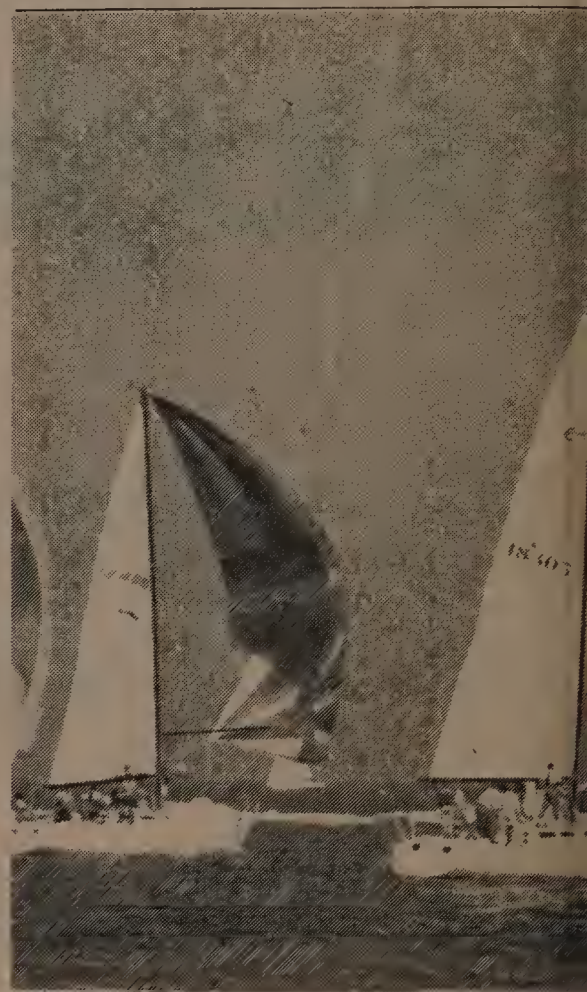
Sunday's race, a 13.4-miler, was held in more "normal" conditions — a 10 to 15 knot westerly and sunshine. The race was delayed briefly while the race committee rushed back to the yacht club to get a temporary buoy that was inadvertently left in the chairman's car trunk, but other than that the second day went off without a

team of Malcolm and Jim Gregory, won the City of Berkeley Trophy for the ill-attended IMS classes. **W.P.O.D.**, a Wylie Wabbit raced by Melinda Groen and Bill Erkelens, Jr., won the big burrito, the Wheeler Trophy for PHRF boats, with a 1,10,4 record. If you don't know what **W.P.O.D.** stands for, ask your kids.

The Wheeler Regatta is named in honor of Rollo Wheeler, a past commodore of Berkeley YC who disappeared over 15 years ago while cruising near Cabo. The regatta seems to have peaked last year, when an amazing 124 boats turned out. "This year, attendance was down due to scheduling conflicts — i.e., being the weekend after the Big Daddy — and bad weather," admits Tosse. "Next year, we'll take care of both of those problems."

IMS I — 1) **Bydand**, Baltic 42, Max Gordon, RYC, 2.25 points; 2) **Equanimity**, J/35, Randy Paul, SCYC, 6. (2 boats)

IMS II — 1) **Magic**, Wylie 34, Malcolm & Jim Gregory, RYC, 5.5 points; 2) **National Biscuit**,



8; 3) **Trix**, Ron Hardiman, RYC, 10. (6 boats)

DIV. IV (PHRF 0-169) — 1) **El Gavilan**, Hawkfarm, Jocelyn Nash, RYC, 4.5 points; 2) **Wavetrain**, Olson 911S, Rick Caskey, BYC, 5.75; 3) **High Frequency**, Wavelength 24, R. Merle/C. Bell, 10. (7 boats)

J/24 — 1) **Bohica**, Mike Lahorgue, StFYC, 7.75 points; 2) **Grinder**, Jeff Littfin, SeqYC, 8.75; 3) **Dejavu**, R.Cook/K. Milne, StFYC, 10.75. (20 boats)

DIV. VI (PHRF 170-199) — 1) **Temptation**, Cal 2-27, Rollye Wiskerson, RYC, 4.5 points; 2) **Antares**, Islander 30 Mk. II, Larry Telford, BYC, 5.75; 3) **High Appraisal**, Newport 30, Patrick Lane, VYC, 7. (10 boats)

DIV. VII (PHRF 200-up) — 1) **Cinnabar**, Cal 25, Ed Shirk, BYC, 5.75 points; 2) **Buffalo Honey**, Santana 22, Lou Fields, IYC, 5.75; 3) **Farmers**, Cal 20, R. von Ehrenkrook, CSC, 9. (6 boats)

SANTANA 22 — 1) **Anemone**, Hank Lindemann, EYC, 3.5 points; 2) **Soliton**, Mark Lowry, BYC, 4.75; 3) **Carlos**, Robert Ward, RYC, 11. (7 boats)

WHEELER OVERALL — 1) **W.P.O.D.**; 2) **Bohica**; 3) **Wavetrain**; 4) **El Gavilan**; 5) **Grinder**; 6) **Dejavu**; 7) **Anemone**; 8) **Soliton**; 9) **Warhawk**; 10) **Sweeney Todd**. (52 boats)

## MEXORC

This was an "off year" for MEXORC — only seven boats turned up; only one American boat went down (Les Crouch's N/M 68 **Maverick**); and, most tragic of all, Pat Farrah wasn't there, so there wasn't an Intergalactic Bikini Ping-Pong Tournament. "Somehow, we managed to have a lot of fun anyway," said sailmaker John Gladstone.



hitch. One boat, a Santana 22, did lose its rudder, but made it safely back to *terra firma* by steering with its outboard motor.

Wylie boats were the overall winners of the three race, no throwout series: the Wylie 34 **Magic**, sailed by the father/son

The StFYC 6-Meter crew: (l to r): Jim Barton, Hartwell Jordan, Billy George, Mark Rastello and skipper John Kostecki.

Schumacher 35, Colin Case, Balboa YC, 5.75. (4 boats)

WABBIT — 1) **W.P.O.D.**, Groen/Erkelens, RYC, 2.25 points; 2) **Hare Brained**, James Maloy, RYC,





LATITUDE/RICHARD

Express 37s off the breeze in the StFYC Spring One Design invitational.

The series followed the same format as last year, beginning and ending in Manzanillo, with a side excursion up to Careyes thrown in mid-week. Longtime MEXORC promoter Rogelio Partida sailed *Saeta*, a N/M 41 sistership to Dennis Conner's old *Reliance* and a past overall MEXORC winner, to overall honors against the depleted fleet. *Maverick*, a 70-rater Goliath in a fleet of 31-33 foot rating Davids, didn't have a prayer of correcting out over the smaller boats, though they did manage to win one race. *Maverick* was steered by Earl Elms, an old Snipe hand; Tom Leweck navigated; and ocean veteran Bob Dickson, the only American to sail in all 13 MEXORCs, was among the crew.

"Next year's MEXORC will be the biggest and best ever," promised Gladstone.

1.) *Saeta*, N/M 41, Rogelio Partida, 13.5 points (2,4,1,1,4,2); 2) *Volare*, Peterson 43, Antonio Elias, 19 (3,3,3,3,3,4); 3) *Sidewinder*, R/P 43, Aaron Saenz, 20.75 (1,2,2,6,5,5); 4) *Plet Hein*, Peterson 40, Roberto Vulling, 22.5 (5,6,6,4,1,1); 5) *Iemanjá*, N/M 40, Jorge Escalante, 24 (4,5,5,5,2,3); 6) *Maverick*, N/M 68, Les Crouch, 26.75 (6,1,4,2,7,7); 7) *Kahue*, Peterson 10 Meter, B. Eneko, 40 (7,7,7,7,6,6). (7 boats)

### One Tons: Slip Sliding Away

The party's over for One Ton racing

in this country, if participation at the March 8-12 One Ton NA's in Miami is any indication. Only four 30.55 raters bothered to show up for the formerly hotly-contested seven race USYRU championship event, which was won going away by Bruce MacLeod's aging Jude/Vroljik 40 *Skye Hie* (formerly the German Admiral Cupper *Outsider*). *Skye Hie*, which sailed on the Bay in '86 with mediocre results, pounded the paltry fleet with six bullets and a second.

One Ton racing on the West Coast isn't much healthier. After the Worlds, the fleet scattered: *Skedaddle* was sold to Chile, *Bodacious* is off on a world tour (see *Race Notes*); *Bravura* is still chasing the Big Time and will be over in Europe all summer; and almost every remaining One Tonner we can think of is for sale. When the music's over, turn out the lights...

Results of the One Ton NA's: 1) *Skye Hie*, J/V 40, Bruce MacLeod, Rye, NY, 6.5 points; 2) *Full Tilt Boogie*, J/V 40, Brendan & Pam Kelley, Newport, RI, 19.75; 3) *Gunsmoke*, G&S 40, Dave Marlow, St. Petersburg, Fla., 21; 4) *Amazing Potato*, J/V 40, Peggy & Lyn Comfort, Rye, NY, 21 points.

### StFYC Spring Invitationals

St. Francis YC held their annual spring one-design invitationals last month, providing 183 boats in 15 classes what

some of the best cityfront racing of the year. Participation in these regattas, held over the first three weekends in March, was way up this year — reflecting perhaps a trend away from handicap racing and back to one-design. As usual, St. Francis did a first class job of running the regattas and the shoreside festivities.

As can be expected at this time of year, conditions ranged between midwinter drifting, such as at the Spring Keel, to beautiful sunny days of moderate westerlies, like the last day of the One Design regatta. The racing was intense, but uneventful — with the exception of an incident involving the Etchells 22 fleet interfering with commercial traffic (see *Sightings*).

### StFYC Spring Keel

ETCHELLS 22 — 1) *UltraViolet*, Don Jesberg/Rob Anderson, StFYC, 3.75 points; 2) *Boxes*, Duane Hines, StFYC, 8; 3) *Dejavu*, Chris & Phil Perkins, StFYC, 8.75; 4) *Entropy*, Vito Biella, SFYC, 9; 5) *600*, Hank Eason/Chuck Mohn, StFYC, 12. (22 boats)

EXPRESS 27 — 1) *El Raton*, Ray Lotto, StFYC, 3.75 points; 2) *Desperado*, Mike Bruzzzone, RYC, 5; 3) *Salty Hotel*, Mark Halman, RYC, 6; 4) *Locomotion*, Ted Morgan/John Amen, RYC, 8.75; 5) *Bessie Jay*, Monroe Wingate, StFYC. (17 boats)

J/24 — 1) *Satanic Nurses*, Rod Cook/Keith Milne, StFYC, 1.5 points; 2) *American Beauty*, Ray Delrich, StFYC, 5; 3) *The Gift*, Matt Taylor, StFYC, 9; 4) *Poultry In Motion*, Chris Kelly, RYC, 13; 5) *Lester Polyester*, Mike Diepenbrock, CYC. (24 boats)

J/29 — 1) *Smokin' J*, Don Trask, StFYC, 2.75 points; 2) *Kanda*, Gene O'Hagen/Rob Cooper, StFYC, 4.75; 3) *Jouvert Mornin*, John Arndt, CSC, 5. (6 boats)

SOLING — 1) *Wizard*, Andy Carson, SCYC, 7.75 points; 2) *Incision*, Ken Grayson, SFBSF, 11.75; 3) *Mach Two*, Gilbert Smith, SCYC, 13. (10 boats)

### StFYC Spring Dinghy

505 — 1) *Rawhide*, Jeff Miller, RYC, 8.5 points; 2) *Urban Cowboy*, David Shelton, StFYC, 10.75; 3) *No Name*, Jim Maloney, RYC, 10.75; 4) *No Name*, Rick Rattray, StFYC, 11.75; 5) *Wowie*, Howard Hamlin, NHYC, 13. (19 boats)

INTERNATIONAL 14 — 1) *Carbon Copy*, Steve Toschi, NoYC, 3 points; 2) *No Name*, Allison Jolly, ABYC, 10; 3) *Showtime*, Ron Boehm, SBYC, 14; 4) *No Name*, Alan Laflin, StFYC, 14; 5) *No Name*, Tom Wondolleck, EYC, 16. (11 boats)

SNIPER — 1) *No Name*, Rich Bergsund, SFYC, 5.5 points; 2) *Oh Oh*, Packy Davis, StFYC, 5.75; 3) *Solo*, Roland Vandermer, StFYC, 10.75; 4) *Wheaties*, Warren Wheaton, StFYC, 12.75; 5) *Silme*, John Kelly, RYC, 18. (10 boats)



# THE RACING

## StFYC One Design

EXPRESS 37 — 1) **Pazzo Express**, Ted Wilson, StFYC, 2.25 points; 2) **Ringmaster**, Leigh Brite, RYC, 9; 3) **Spindrift**, Larry Wright, RYC, 13. (8 boats)

ISLANDER 36 — Protest pending. (6 boats)

SANTANA 35 — 1) **Excalibur**, Byron Mayo, EYC, 5.75 points; 2) **Swell Dancer**, Jim Graham, MYCO, 7; 3) **Dream Machine**, John Altken, StFYC, 16.75. (11 boats)

OLSON 30 — 1) **Think Fast**, Albert Holt, MYCO, 3.5 points; 2) **Version Girl**, Chris Maas, 14.75; 3) **Bottom Line**, Tony Pohl, EYC, 20. (11 boats)

NEWPORT 30 — 1) **Arriba**, Ed Thomson, SFYC, 14.75 points; 2) **Topgallant**, Frank Hinman, SFYC, 16.75; 3) **Harry**, Dick Aronoff, StFYC, 20. (11 boats)

TARTAN 10 — 1) **Finest Hour**, Dennis Deisinger, StFYC, 8.75 points; 2) **QE3**, Dick Bates, SFYC, 11.75; 3) **Waverunner**, Krawiec & Campbell, IYC, 12. (5 boats)

ETCHELLS 22 — Protest pending. (12 boats)

## Big Daddy Regatta

See page 138 ("Off to See the Wizard") for the lowdown on this year's Big Daddy extravaganza. The top three boats in each class follow:

DIV. A — 1) (tie) **Jazz**, Beneteau One Ton, Rod Park, and **Bravura**, Farr One Ton, Irv Loube, 2.75 points; 3) **Leading Lady**, Peterson 40, B.D. Klein, 8. (7 boats)

DIV. B — 1) **Slithergadee**, J/35, John Niesley, 2.75 points; 2) **Ram**, J/35, Bob MacFie, 3.75; 3) **Dragon**, J/35, Rich Morse, 5. (7 boats)

DIV. C — 1) **One Eyed Jack**, Express 37, Jim Svetich, 2.75 points; 2) **Ringmaster**, Express 37, Leigh Brite, 3.75; 3) **Re-Quest**, Express 37, Glenn Isaacson, 7. (9 boats)

DIV. D — 1) **No Name**, J/33, J. Magri/D. Trask, 1.5 points; 2) (tie) **National Biscuit**, Schumacher 35, Colin Case, and **Surefire**, F-3, Jon & Matt Carter, 5. (9 boats)

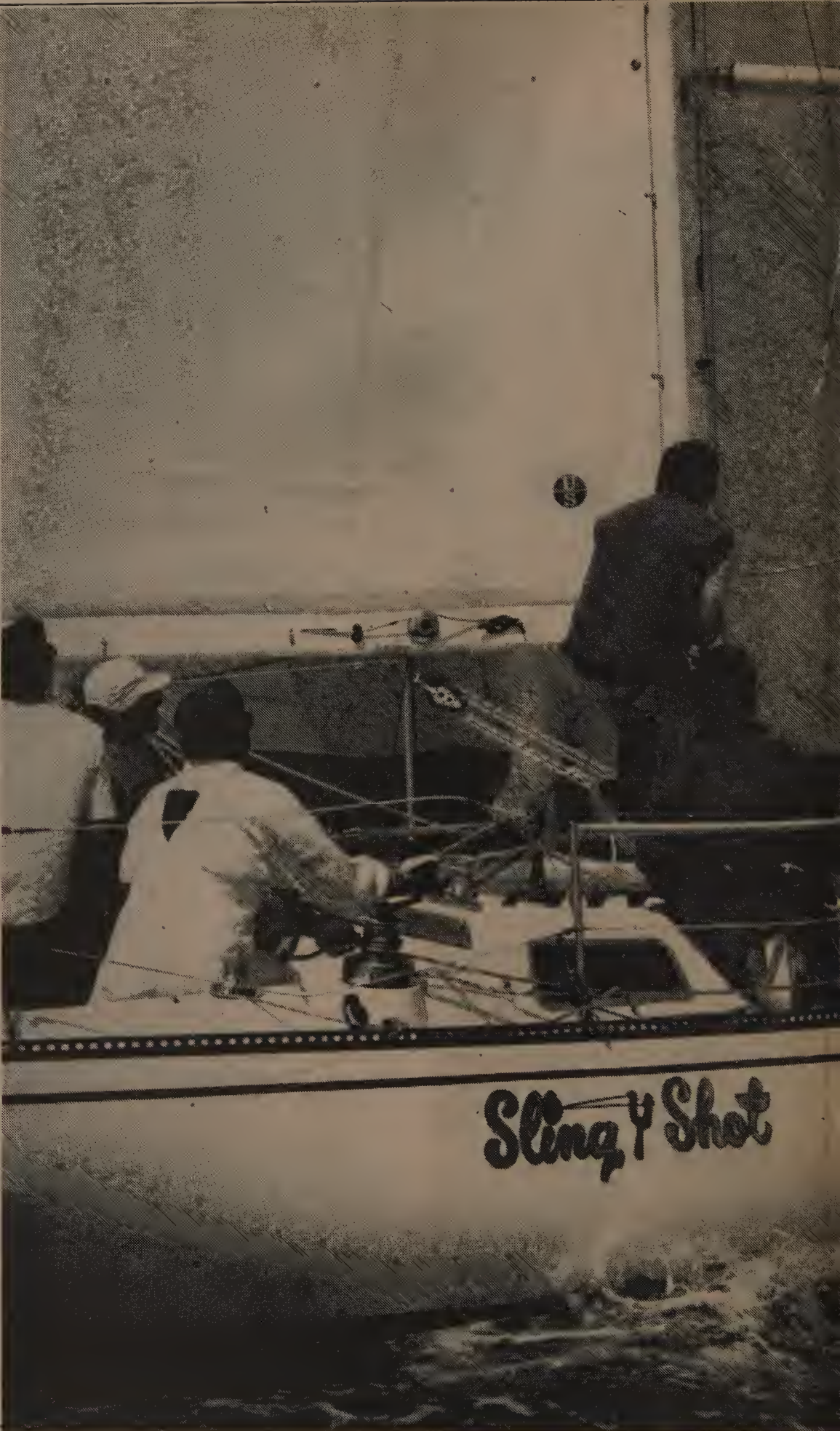
DIV. E — 1) **Bottom Line**, Olson 30, T. Pohl/D. Kettenhofen, 1.5 points; 2) **Bloody Mary**, SC 27, Franz Klitza, 5; 3) (tie) **Impulse**, Olson 30, Barry Daniell, and **Hot Flash**, SC 27, Regine Boysen-Yee, 8 points. (6 boats)

DIV. F — 1) **Ozone**, Olson 34, Carl Bauer, 2.75 points; 2) **Expeditious**, Express 34, Bartz Schneider, 3.75; 3) **Harp**, Catalina 38, Mike Mannix, 7. (7 boats)

DIV. G (J/29) — 1) **Power Play**, Peter Cunningham/Bill Dana, 7.75 points; 2) **Jouvert Mornin'**, John Arndt, 12.75; 3) **Sail Tahoe**, Bill Glass, 14. (10 boats)

DIV. H — 1) **Echo**, Wylie 34, George Kaskaden, 9.75; 2) **Screamer**, Capo 30, Dick Horn, 11; 3) **Annalise**, Wylie 34 mod., Paul Altman, 12. (8 boats)

DIV. I (Express 27) — 1) **Summer Palace**, Greg Paxton/Mike Schaumburg, 21.75 points; 2)



**Desperado**, Mike Bruzzone, 23; 3) **Salty Hotel**, Mark Halman, 24. (17 boats)

DIV. J — 1) **Witching Hour**, Olson 25, Keith Moore, 12.75; 2) **Anna Banana**, Moore 24, Joe Durrett, 14; 3) **Mercedes**, Moore 24, Joel Veruttl, 15. (9 boats)

## Congressional Cup

Rod Davis, an American expatriate

Congressional Cup action: Rod Davis and his Kiwi crew sailed flawlessly to claim the coveted Crimson Blazer.

living in New Zealand, won the 25th Congressional Cup with a perfect 9-0 record, thereby becoming the first person ever to win this gem of the match racing circuit three times. Previously, Davis won in





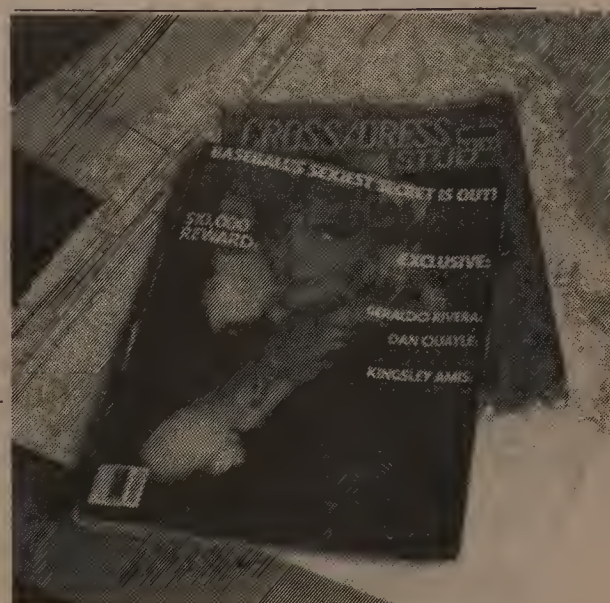
Kiwi crew (which included New Zealand helmsman David Barnes) won only two of nine starts, but through boatspeed and stellar boathandling sailed away with a convincing win.

The event, sailed in Catalina 38s, was held between March 13-18 at the Long Beach YC. Last year's winner, Peter Gilmour, came in second in the moderate air 45-race series with a 7-2 record.

1) Rod Davis, Royal New Zealand Yacht Squadron (NZ), 9-0; 2) Peter Gilmour, Poyal Perth YC (Australia), 7-2; 3) Peter Isler, San Diego YC, 6-3; 4) John Bertrand, St. Francis YC, 5-4; 5) John Shadden, Long Beach YC, 5-4; 6) Eddie Owen, Hollyhead Sailing Club (England), 4-5; 7) Dave Perry, Pequod YC, 4-5; 8) Makoto Namba, Nippon Ocean Racing Club (Japan), 3-6; 9) Bill Lynn, American YC, 1-8; 10) Steve Steiner, Long Beach YC, 1-8.

#### Champion of Champions

The Berkeley/Metropolitan YC mid-winters offically ended on Saturday, March 25, with the elite Champion of Champions



You can find some pretty interesting literature in the chart tables of offshore racing boats...

Race, a pursuit race among the class winners of the four-race midwinter series. Only 16 out of the 25 invited winners showed up to race an 8.8-mile triangle, windward, leeward course on the Berkeley Circle in beautiful sailing conditions.

This year's BYC/MYCO champion was Gene Harris' Wylie Wabbit *Ricochet*, which held off Kame Richards' *Express 27 Frog in French* to win by 59 seconds. The rest of the fleet stacked up as follows:

3) *Advantage*, J/29, Pat Benedict; 4) *Think*

## FINAL MIDWINTER RACE RESULTS

### Corinthian YC

PHRF I (0-95) — 1) *Ringmaster*, Express 37, Leigh Brite, 12 points; 2) *Hana Ho*, SC 50, Rolfe Croker, 12.75; 3) *Leading Lady*, Peterson 40, Bob Klein, 16. (17 boats)

PHRF II (96-119) — 1) *Sea Peptide*, Express 34, Fred Voss, 5.5 points; 2) *Ozone*, Olson 34, Carl Bauer, 15; 3) *Wild Goose*, Nordic 40, Jim & Sue Gorenman, 21. (12 boats)

PHRF III (120-149) — 1) *Limelight*, J/30, Harry Blake, 10.5 points; 2) *Screamer*, Capo 30 mod., Dick Horn, 10.75; 3) *Finest Hour*, Tartan Ten, Lambert Thom, 16.75. (10 boats)

PHRF IV (150-191) — 1) *Ten Years After*, Moore/Schumacher, Schumacher 26, 11.75 points; 2) *El Gavilan*, Hawkfarr, Jocelyn Nash, 12.5; 3) *Animal Farm*, Rod Phibbs, 13. (16 boats)

PHRF V (192-up) — 1) *Neji*, Thunderbird, R.W. Jensen, 5.25 points; 2) *Fury*, Farr 727, Lon Woodrum, 14; 3) *Toots*, Thunderbird, Curtis King, 14.75. (17 boats)

NON-SPINNAKER — 1) *Zephyr*, Cal 2-27, Bruce Nasbit, 8.75 points; 2) *Aolele IV*, Cal 20, Julian Barnett, 10.5; 3) *Salacious Crumb*, Cal 20, Reid Casey, 14.75. (10 boats)

ULTRA-LIGHT — 1) *Salty Hotel*, Express 27, Mark Halman, 12 points; 2) *Impulse*, Olson 30, Barry Daniel, 17.75; 3) *Think Fast*, Olson 30, Albert

Holt, 19.50. (17 boats)

ETCHELLS — 1) *Mr. Natural*, Bill Barton, 8.25 points; 2) *Libra II*, John Dreyfous, 10; 3) *Lestat*, Joe McCoy, 16. (7 boats)

IOD — 1) *Boiero*, George Degnan, 4.25 points; 2) *Whitecap*, Tom Allen, 10.75; 3) *Accounts Payable*, Richard & Mark Pearce, 12. (5 boats)

KNARR — 1) *Wintersmoon*, Bryan Kemnitzer, 4.25 points; 2) *Huck Finn II*, George Sayre, 13; 3) *Gannet*, Bob Thalman, 16.75. (8 boats)

SOLING — 1) *QRP*, Jim Bitter, 5.25 points; 2) *Second Edition*, Mark Murray, 10.75; 3) *Olive Oil*, Kevin Reilly, 20. (13 boats)

(4 races, no throwouts)

### Golden Gate YC

IOR — 1) *Jazz*, Beneteau One Ton, Rod & Malcolm Park, RYC, 4.88 points; 2) *Leading Lady*, Peterson 40, Bob Klein, RYC, 9.75; 3) *Camouflage*, Frers 45, Al Schultz/Norman Davant, SFYC, 13.38. (11 boats)

PHRF I — 1) *Punk Dolphin*, Wylie 39, Jon Livingston, RYC, 3.50 points; 2) *Re-Quest*, Express 37, Glenn Isaacson, SFYC, 7; 3) *Wave Runner*, Luffe 48, Lon Price, RYC, 12.75. (15 boats)

PHRF II — 1) *Yucca*, 8 Meter, Hank Easom, SFYC, 3.50 points; 2) *Gemini*, Baltic 38, Dave Fain, BYC, 10.75; 3) *Svendle*, Sloop, Svend Svendsen,

TOM WITHERSPOON

1981, when he represented Long Beach YC, and in 1985, when he sailed for Newport Harbor YC. Six other sailors have won the C-Cup twice (J.G. Driscoll, Argyle Campbell, Dennis Conner, Dick Deaver, Dennis Durgan and Dave Perry).

Sailing this time for the Royal New Zealand Yacht Squadron, Davis and his



# THE RACING

Fast, Olson 30, Albert Holt; 5) **Snow Job**, J/24, Bob Richards; 6) **Elan**, Express 27, Steve Lake; 7) **Loose**, Custom 24, Jerry Fisher; 8) **Risque Business**, Soverel 33, Karen Anderson; 9) **No Name**, SC 27, Dave Peddy; 10) **McDuck**, Olson 29, Peter MacLaird; 11) **Anemone**, Santana 22, Hank Lindemann; 12) **Bad Dog**, J/22, John Walker; 13) **Sybaris**, Santana 22, Mike Wilson; 14) **Freyja**, Catalina 27, Larry & Doug Nelson; 15) **Cahalote**, Merit 25, Ron Magoon; 16) **Toots**, Thunderbird, Curtis King.

## Beer Cans... Already?

Daylight savings time is upon us, which can only mean one thing — time to start taking the boat out for those after-work twilight sails. And if you enjoy a little structure to your sails, not to mention lots of company and maybe even a little competition, why not enter one of the many casual "beer can" series which start next month around the Bay? They're all low-key, fun deals — perfect for tuning up the boat and crew, trying new things, and of course hoisting a few cold brewskis as the sun goes down.

To be honest, we meant to list all the upcoming Tuesday, Wednesday and Friday night series on the Bay (we think there are



The Whitbread maxi *Merit* (as in cigarettes) literally peels her name and logo off before regattas that don't allow advertising.

at least a dozen). For various lame reasons we fell far short of our intentions. Next month, however, we'll hopefully round up the rest of these "sunset series" and begin running them in *The Calendar*. Drop us a line if your yacht club's beer can series doesn't appear below — we promise to

include it in the May issue.

**CORINTHIAN YC** — 4/21, 4/28, 5/5, 5/12, 5/19, 5/26, and so on through 9/1. Fred Borgman, 435-2777.

**ENCINAL YC** — 4/28, 5/12, 5/26, 6/9, 6/23 (first half). Shirley Temming, 521-0966.

**GOLDEN GATE YC** — 5/12, 5/19, 6/2, 6/9, 6/16, 6/23 and all Fridays in

## FINAL RACE RESULTS — CONT'D

15. (16 boats)

**SANTANA 35** — 1) **Swell Dancer**, Paul Rosenthal, BYC, 7.75 points; 2) **Wide Load**, Samuel Bonavich, MYCO, 9; 3) **Flexible Flyer**, Mike Creazzi, SFYC, 9.75. (7 boats)

**PHRF III** — 1) **Gammon**, Tartan 10, Randy Broman, SCC, 9 points; 2) **Finest Hour**, Tartan 10, Lambert Thom, StFYC, 10; 3) **Louise**, Etchells 22, Bill Erkelens, 10.75. (13 boats)

**PHRF IV** — 1) **Anna-Banana**, Moore 24, Joe Durrett, NPYC, 5.75 points; 2) **George**, Olson 25, Steve Roberts/Greg Palmer, 7.75; 3) **Wanderlust**, Ericson 35, Bruce Munro, StFYC, 15.75. (17 boats)

**PHRF V** — 1) **Boog-a-loo**, Cal 29, Nancy Rogers, SFYC, 4.50 points; 2) **Snow Goose**, Santana 30, Ted Mattson, SYC, 8.75; 3) **Wahope II**, Newport 30, Walt Wilson, StFYC, 14. (11 boats)

**IOD** — 1) **Bolero**, George Dognan, RYC, 3.50 points; 2) **Whitecap**, Tom Allen, StFYC, 5.75; 3) **Assagai**, Fin Heer, StFYC, 11. (8 boats)

**PHRF VI** — 1) **Freyja**, Catalina 27, Ray Nelson, RYC, 3.50 points; 2) **Jambalaya**, Ranger 26, John Rivlin, GGYC, 8; 3) **Toots**, Thunderbird, Curtis King, 16.75. (18 boats)

**KNARR** — 1) **Red Witch**, Craig McCabe, StFYC, 1.50 points; 2) **Lord Nelson**, John Jenkins, StFYC, StFYC, 6; 3) **Peer Gynt**, Kjell Skaar, CYC, 7. (8 boats)

**FOLKBOAT** — 1) **Thea**, Tom Reed, IYC, 1.50 points; 2) **Windy**, Bill Dumoulin, CSC, 5; 3) **Freja**, Evie Ashcroft, CSC, 6. (6 boats)  
(3 races, no throwouts)

### Metropolitan YC

#### SATURDAY SERIES:

**PHRF A (0-144)** — 1) **Expeditious**, Express 34, Bartz Schneider, SFYC, 5.5 points; 2) **Miss Conduct**, Olson 29, Tom Mason, SSC, 13.75; 3) **Bloom County**, Manabo 31, Carl Ondry, SeqYC, 17. (12 boats)

**PHRF B (145-168)** — 1) **Zot!!**, Choate 27, Robert Hrubes, CSC, 7.75 points; 2) **Fast Freddie**, Olson 25, Jack Adam, BTYC, 12.75; 3) **Magic Jammies**, Wavelength 24, Charles Wilcher, RYC, 18. (16 boats)

**PHRF C (169-186)** — 1) **Summertime Dream**, Schumacher 26, Corry Cook, CSC, 8.5 points; 2) **Shareholder**, Hopper 20, Gary Albright, RYC, 12; 3) **Grand Slam**, Cal 29, Fred Minning, IYC, 12.75. (12 boats)

**PHRF D (187-198)** — 1) **Toots**, Thunderbird, Curtis King, GGYC, 15.75 points; 2) **Second Wind**, Thunderbird, Mark Simmers, GGYC, 18; 3) **Huffin**, Cal 2-27, Jerry Olson, RYC, 22.75. (13 boats)

**PHRF E (199-up)** — 1) **Cinnabar**, Cal 25, Ed Shirk, BYC, 14.75 points; 2) **Hawk**, Alberg 30, Wren

& Steve Collins, NoYC, 18.5; 3) **Banjo**, Ranger 23, Burn-Callander/Simon, CSC, 19. (12 boats)

**ISLANDER 36** — 1) **Prima Donna**, Eric Warner, RYC, 10.5 points; 2) **Grumpy Dog**, Cyndy Hessenbruch, StFYC, 10.75; 3) **Blockbuster**, Bruce Block, SFYC, 17. (8 boats)

**NEWPORT 30** — 1) **Topgallant**, Frank Hinman, SFYC, 11.5 points; 2) **Achates**, Bill Schultz, BYC, 14; 3) **Mintaka**, Gerry Brown, PAYC, 16. (11 boats)

**OLSON 30** — 1) **Think Fast**, Albert Holt, MYCO, 11 points; 2) **Killer Rabbit**, Bill Coverdale, StFYC, 14; 3) **Saint Anne**, Dick Hedman, IYC, 16.5. (12 boats)

**J/29** — 1) **Advantage**, Pat Benedict, MBYC, 8.5 points; 2) **JC & Me**, Paul Coveo, NoYC, 12.75; 3) **J Spot**, Tom Fancher, NoYC, 16.75. (7 boats)

**SC 27** — 1) **No Name**, Dave Peddy, NoYC, 12 points; 2) **Bloody Mary**, Franz & Mary Klitz, RYC, 13.5; 3) **Dynaflo**, Mark & Matt Dini, SCYC, 14. (8 boats)

**EXPRESS 27** — 1) **Frog in French**, Kame Richards, RYC, 16.5 points; 2) **Abigail Morgan**, Ron Kell, CYC, 19; 3) **Salty Hotel**, Mark Halman, RYC, 25.75. (25 boats)

**MERIT 25** — 1) **Cahalote**, Ron Magoon, OYC, 12.75 points; 2) **Chesapeake**, Jim Fair, BYC, 13.75; 3) **Twilight Zone**, Paul Kamen, CSC, 17.75. (8 boats)



August through Sept. 1. GGYC, 346-BOAT.

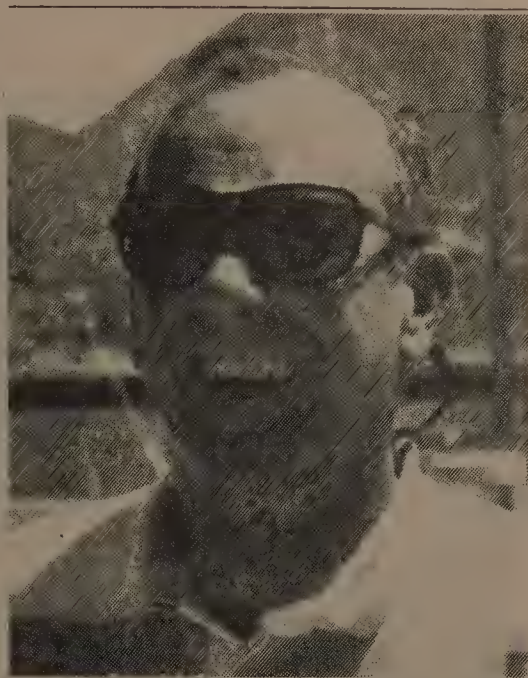
SAUSALITO CRUISING CLUB — 5/19, 6/2, 6/16, 6/30 (first half). Robert Kowolik, 331-8964.

SAUSALITO YC — 4/25, 5/9, 5/23, 6/6, 6/20 (first half). Peter Gibson, 331-2277.

### Race Notes

Miami nice: local talents **Brady and Bryant Sih** came out top guns at the 470 midwinters in Miami on March 2-4. The Novato students (Bryant's in college; Brady's in high school), only won one race out of seven, but sailed consistently in the top five. Morgan Reeser and the Bay Area's Zack Berkowitz were the runner-up team. This was an important victory for the Sihs: the series counts about 70% in determining who gets to represent the U.S. at the Worlds in Japan next August. Could this be Brady and Bryant's first step towards an Olympic berth in 1992?

Racing in the Cabo Race can change a guy. Take sailmaker **Steve Taft**, for instance, who shaved his bushy trademark mustache off the morning after *Mongoose*



Steve Taft, sporting his new low windage look after the Cabo Race.

pulled into Cabo. Why did "Bone" do it? To see his upper lip for the first time in 17 years? To save weight on the boat? (And what will he do after the TransPac?) Anyway, look closely at the accompanying photograph: it's a sight you may never see again. "My wife Lyle took one look at me and demanded that I start growing it back," laughed Taft.

What if they gave a regatta and no one came? The 1989 Audi Southern Ocean

Racing Circuit (**SORC**), held between February 26 and March 6 in Florida, continues to disintegrate numbers-wise despite Audi's sponsorship and a shortened format. Over 50 boats participated in various races of the 13-day, 7-race event, but only 8 (down from 11 last year) completed the whole circuit. Winners were, as expected, Bob Towse's Connecticut-based J/V 43 *Blue Yankee* in IOR; *Elad*, a local N/M 45 in PHRF; and *Rumours* (ex-*Evergreen*), a N/M 45 from Marblehead, Mass., in IMS.

One race that's doing just fine, thank you, is the **TransPac**. Race Chairman Phil Murray tells us that 57 requests for invitations have been received so far. The TransPac YC will be sending out their invitations shortly, and the deadline for completed applications and entry fees is May 1. "We expect to approve most all of the requests, which means we'll end up with 50-some boats," said Phil. "We're expecting 21 sleds (22 if *Kathmandu* gets put back together), including two from Japan, *Marishiten* and *Rocinante* (ex-*Charley*)." About a dozen Northern California boats are planning to compete in

## FINAL RACE RESULTS — CONT'D

J/24 — 1) *Knots*, John Notman, StkSC, 27.75 points; 2) *Snow Job*, Bob Richards, NoYC, 29; 3) *Grinder*, Jeff Luffin, NoYC, 30. (33 boats)

SANTANA 22 — 1) *Sybaris*, Mike Wilson, NoYC, 8.5 points; 2) *Anemone*, Hank Lindemann, EYC, 14; 3) *Buffalo Honey*, Lou Field, IYC, 15.75. (9 boats)

(4 races, no throwouts)

### SUNDAY SERIES:

PHRF I (0-129) — 1) *Risque Business*, Soverel 33, Karen Anderson, IYP, 2.25 points; 2) *Think Fast*, Olson 30, Albert Holt, MYCO, 11; 3) *White Knuckles*, Olson 30, Daniel Benjamin, MPYC, 12. (9 boats)

PHRF II (130-165) — 1) *Loose*, Custom 24, Jerry Fisher, NoYC, 5.75; 2) *Zot!!*, Choate 27, Robert Hrubes, OSC, 11; 3) *No Name*, Star, Doug Smith, NoYC, 11.75. (14 boats)

PHRF III (166-168) — 1) *Snow Job*, J/24, Bob Richards, NoYC, 4.5 points; 2) *Roadhouse Blues*, J/24, Ray Williams, NoYC, 7.75; 3) *Twilight Zone*, Merit 25, Paul Kamen, CSC, 12. (9 boats)

PHRF IV (169-195) — 1) *Bad Dog*, J/22, Johnny Walker, SSC, 4.5 points; 2) *Grand Slam*, Cal 29, Fred Minning, IYC, 4.75; 3) *Antares*, Islander 30 Mk. II, Larry Telford, BYC, 8. (8 boats)

PHRF V (196-207) — 1) *Freyja*, Catalina 27, Larry & Doug Nelson, RYC, 3.5 points; 2)

*Temptation*, Cal 2-27, Rollye Wiskerson, RYC, 10; 3) *Con Carino*, Cal 2-27, Gary Albright, RYC, 12. (15 boats)

PHRF VI (208-up) — 1) *Jubilee*, Ariel, Don Morrison, RYC, 4.5 points; 2) *Naressia*, Coronado 25, Bobbi Tosse, BYC, 6; 3) *Cinnabar*, Cal 25, Ed Shirk, BYC, 12. (11 boats)

OLSON 29 — 1) *McDuck*, Peter MacLaird, MBOC, 4.5 points; 2) *Tsiris*, Dan Nitake, NoYC, 7; 3) *No Name*, Rodrigo Leon, SCYC, 10. (6 boats)

EXPRESS 27 — 1) *Elan*, Steve Lake, RYC, 2.25; 2) *Frog in French*, Sally Richards, RYC, 10; 3) *Mantis*, Rich Tofte, NoYC, 12. (8 boats)

OLSON 25 — 1) *Dog Lips*, Bruce Bates, NoYC, 6.75; 2) *Pearl*, Bill Riley, SYC, 7.75; 3) *No Name*, Bill Thurman, EYC, 12.75. (14 boats)

WABBIT — 1) *Ricochet*, Gene Harris, EYC, 8.5 points; 2) *Mr. McGregor*, Kim Desenberg, RYC, 10; 3) *Tulawemia*, Zane Working, NoYC, 13. (8 boats)

SANTANA 22 — 1) *Anemone*, Hank Lindemann, EYC, 2.25 points; 2) *Carlos*, R. Left Ward, RYC, 7; 3) *Rude Boys*, Frank Healy, RYC, 10. (7 boats)

(3 races, no throwouts)

### Richmond YC Small Boats

INTERNATIONAL 14 — 1) Tom Wondolock; 2) Julio Magni; 3) David Klipfel. (12 boats)

INTERNATIONAL CANOE — 1) Erich Chase; 2) Fran De Faymoreau; 3) Del Olson. (7 boats)

LASER — 1) Ed Bass; 2) George Pedrick; 3) John Hauser. (43 boats)

LASER II — 1) Matt McQueen; 2) Gary Bergero; 3) Michelle Logan. (15 boats)

WABBIT — 1) Melinda Groen/Bill Erkelens, Jr.; 2) Jim Malloy; 3) Zane Working/Mark Harpainter. (7 boats)

SUNFISH — 1) Bob Cronin; 2) Bob Rutz; 3) D. Thompson. (5 boats)

SNIPER — 1) Packy Davis; 2) Jim Grubbs; 3) Dick Loomis. (16 boats)

LIGHTNING — 1) Bruce Arnold; 2) Mark Barnes; 3) Mike Molina. (7 boats)

FIREBALL — 1) Vince McPeck; 2) Steve Vaczovsky; 3) Scott Roverpera. (7 boats)

505 — 1) Maloney/Sutton; 2) Edwards/Shelton; 3) Miller/Heckman. (23 boats)

FJ — 1) Tony Slocum; 2) Katherine Kipp; 3) Bernie Slabeck. (10 boats)

THISTLES — 1) Dean Iwahashi; 2) Mike Gillum; 3) Ron Smith. (11 boats)

(11 races, no throwouts)

### Santa Cruz YC

DIV. I — 1) Animal House, Olson 30, Matt Lezin/Tom Akrop, 10.5 points; 2) *Outrageous*, SC



# THE RACING



LATITUDE/ROB

"Twice Around" Ted Allison and two-year-old son Jake, a cool little guy who's already got 2,000 sea miles under him.

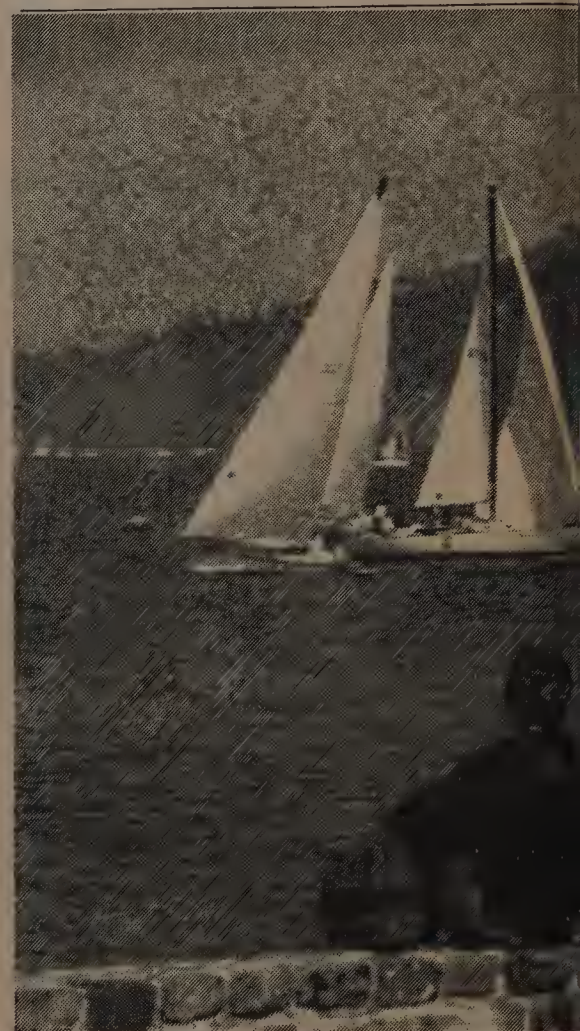
the June 30 classic, a race which big Al Schultz, owner of *Carnouflage*, claims is "like locking yourself in the bathroom with half a dozen guys for two weeks."

Jazz, Rod and Malcolm Park's

Beneteau One Ton, was the overall winner of the Golden Gate YC Midwinter Regatta, at least the way we figure it. The deed for the **Manny V. Fagundes Seaweed Soup Perpetual Trophy** is apparently a nebulous thing, and yacht club officials are still puzzling over how to interpret it as we go to press. The problem has to do with *Jazz* finishing the last race on March 5 when no one else in contention for the MVFSSPT did, an event the deed didn't anticipate. Congratulations, *Jazz*... we think.

The Yachtsman of the Year, **John Kostecki**, has been putting in long hours of practice on the Bay for the Six Meter Worlds next August. John's been sailing the St. Francis YC 6-Meter, *St. Francis IX*, against near-sistership *Port Douglas*, driven by his sparring partner **Russ Silvestri**. John has apparently settled on a crew for the Worlds: Jim Barton (bow), Billy George and Hartwell Jordan (trimmers), and Mark Rastello (main). "Things are coming together," says John, understated as always.

Speaking of the StFYC, they'll defend the **San Francisco Cup** against rival San Francisco YC on May 20-21. The weapons for the five-race duel will be Santa Cruz



50s: StFYC will send Chuck Jacobson's *Allure*, more than likely driven by Chris Corlett, into battle against Rolfe Croker's *Hana Ho*, helmed by Jeff "Madro" Madrigali. Jimmy the Geek says this one could go either way.

Unsolicited plug of the month: We recently saw last summer's **Kenwood Cup** video for the first time, a 40-minute Phil Uhl/Leslie DeMeuse collaboration called *Racing Through Paradise*. We enjoyed it right from the start — an eerie underwater shot of a fin keel going through the water right above the camera. One of the many highlights of the video was an interview with Sausalito's **Scott Easom** as he stepped off *Bravura* after what turned out to be the final Hate the State Race in the history of mankind. "I'll never, ever, do another overnight race again, I swear," stated Scott emphatically, or words to that effect. We're pretty sure he meant it, but why not decide for yourself. It's a video worth checking out.

Our Whitbread Race correspondent, **John Jourdane**, recently left *The Card* and joined *Fisher and Paykel*, the Farr maxi ketch under the command of New Zealander Grant Dalton. John, who signed

## FINALS — CONT'D

40, Rick Linkmeyer, 13.75; 3) *Pacific High*, SOB 30, Snyder/Olson/Bassano, 14.5; 4) *Kabala*, Olson 30, Jay Benhett, 19.75; 5) *Variety Show*, SC 27, Rob Schuyler, 26. (23 boats)

DIV. II — 1) *Moorgasm*, Moore 24, Morgan Larson, 7.75 points; 2) *Snafu U.*, Moore 24, Tom Connerly, 16.75; 3) *Valkyrie*, Olson 25, Dick Duoos, 26; 4) *Adios*, Moore 24, Dave Hodges, 27.75; 5) *Pau Hana*, J/24, Cliff McNamara, 33. (19 boats)  
(5 races, 1 throwout)

### Sausalito Cruising Club

DIV. I (0-169) — 1) *George*, Olson 25, Steve Roberts, CSC, 5.25 points; 2) *Hot Flash*, J/30, George Kokalis, TYC, 7.75; 3) *Sangvind*, Farr 48, Jerald Jensen, RYC, 7.75. (8 boats)

DIV. II (170-up) — 1) *Smokey*, Ranger 23, John Nelson, CSC, 12.5 points; 2) *Perezoso*, Excalibur 26, Denny Sargent, SCC, 12.75; 3) *Huckus*, Newport 30 Mk. III, Paul Von Wiedentfield, PresYC, 13. (14 boats)

DIV. III (non-spinnaker) — 1) *Amanda*, Newport 30 Mk. II, Patrick Broderick, IYC, 7.5 points; 2) *Inshallah*, Santana 22, Shirley Bates, SYC, 7.75; 3) *Shazam!*, Santana 22, Bud Sandkulla, IYC, 8.75. (7 boats)

TRITON — 1) *Skye Mist*, Paul Brent, CYC, 5.5 points; 2) *Bolero*, Ely Gilliam, BVBC, 6.75; 3)

*Whisper*, Ken & Nancy Schopp, SCC, 7.6. (5 boats)

COLUMBIA CHALLENGER — 1) *Shay*, Rich Stuart, SCC, 5.5 points; 2) *Osprey*, Jim Adams, SCC, 7.75; 3) *Rurik*, George Gromeko, LGYC, 8.75. (5 boats)

GOLDEN GATE — 1) *Pajarita*, Rob MacDonald, BVBC, 3 points (protest pending); 2) *Sanderling*, Bob Counts, SCC, 7.75; 3) *Fledgling*, Michael Bonner, BVBC, 12. (6 boats)

BEAR — 1) *Smokey*, Stephen Robertson, StFYC, 3 points; 2) *Circus*, Bob Jones, SCC, 10.75; 3) *Little Dipper*, Joe Bambara, SCC, 11. (9 boats)  
(5 races, 1 throwout)

### Sausalito YC

DIV. A — 1) *Camille*, Stewart 42, Bill Permar, 4.25 points; 2) *Riff-Raff*, Santana 35, Jack Air, 11.75; 3) (tie) *Gate Crasher*, C&C 41, Oz West and PDQ-1, J/35, Bob Malloy, 14. (6 boats)

DIV. B — 1) (tie) *Margo*, Cal 2-27, George Adams and *Royal Flush*, Ranger 23, Dan Richardi, 6.5 points; 3) *Impulse*, Cal 29, Floyd Rector, 16. (6 boats)

DIV. C — 1) *Footloose*, Vanguard 33, Scott Foote, 7.75 points; 2) *Inshallah*, Santana 22, Shirley Bates, 8.75; 3) *Mistress*, Tartan 41, Larry Walters, 10.5. (8 boats)

(4 races, no throwouts)





LATITUDE/JR

l-36s at the StFYC One Design regatta. Don't get caught watching from the breakwall this year: see the Crew List on page 146.

on as navigator of *F&P*, is now training with the boat in Auckland. "It's a heavy duty program," writes John. "We get up at 0530 six days a week and head for the gym. I'm the 98-pound weakling among a crew of Arnold Schwarzeneggers!" Jordane will pass through the West Coast sometime next month on his way to Philadelphia, where *F&P* will be shipped to prepare for the Newport, R.I. to Cork, Ireland race in June. We'll try to extract another Whitbread update from John soon.

Speaking of the Whitbread Race, Seattle's **Ted Allison** — one of only two American entries in the race — tells us he's still going full steam ahead in organizing his Whitbread project. "I hope to have my funding in place by next month," said 'Twice Around Ted', "and I'm currently looking at several possibilities for boats." Why more American boats don't enter the Whitbread Race is one of the great mysteries of life to us, right up there with how thermos bottles work.

**Bodacious**, Wayne Womack's San Francisco-based Farr 40, is currently "on

tour". According to crewmember **Dave Miller**, the boat sailed in mid-February's South America Cup (a big IOR and J/24 regatta) down in Brazil. They came in a close fourth in the six-boat One Ton class behind *Blaupunkt*, *Saga*, and Prince Harald's *Fram X*. (Sadly, *Black Jack*, the Brazilian Farr 40 which came here for the Worlds, didn't race — her owner died recently and the boat was apparently sold to Japan.) According to Miller, *Bodacious* is going "faster than before" with new North sails and titanium running rigging. The boat will get a new keel in Mallorca, replacing the current bulb keel, and then compete in May's One Ton Worlds in Naples. After that, the jet-setting crew will enter either the Admiral's Cup or sail around the Med a bit.

New lease on life: two beautiful racing boats, the Frers 45 **Golden Bear** (ex-*Bravura*) and the Schumacher 31 **Second Offense**, will soon be back on the high seas after collecting dirt in the parking lot at Richmond's Cal Coast Marine for the last few years. Both had become permanent fixtures on scenic Cutting Boulevard since they were donated to Cal and SFBSA, respectively, several years ago.

*Golden Bear* is now sailing out of the Berkeley Marina as part of the UC Aquatic Center's program, while Santa Barbara's Stewart MacDougal, who happens to be a cousin of former owner Colin Case, recently purchased *Second Offense*. MacDougal, who owned and campaigned a 50-ft Caulkins double-ender called *Zapata* many moons ago, will apparently move *Second Offense* to Nantucket this summer.

News from the **Maxi Circuit**: the relatively new Pedrick 83 *Sovereign* was the overall winner of the St. Thomas Maxi Series on February 27-March 5. Skipped by **Paul Cayard** — who's probably the best keelboat driver in the world these days — *Sovereign* used her long waterline to charge away from the eight-boat fleet upwind in the moderately breezy series. *Sovereign* won three of the five races in the regatta, finishing with 7.25 points. Following her were *Boomerang* (12.5), *Kialoa* (17), *Matador* (20), *Merit* (20), *NCB Ireland* (31), and *Milene V* (40).

TransPac updates: eight teams from a total of 52 inquiries have now paid their entry fee to compete in June 17th's **Race for Life**, a double-handed 2,300-mile yacht race/fundraiser from San Diego to Honolulu. Anyone interested in this race can call Sandy Purdon at (619) 222-0330. Meanwhile, the **Singlehanded TransPac**, though still 15 months away, has been generating a lot of interest. According to race chairman Peter Hogg, 34 prospective skippers have coughed up \$10 for the race information package. "All indications are that over 30 skippers will compete in the 1990 race, including entries from Australia and France," he says. If you're interested in getting the package, send a crisp Al Hamilton to Hogg at Box 1716, Mill Valley, CA 94942.

Over 40 boats in six divisions participated in the first two races of **Stockton Sailing Club's Spring Series** on March 11 and 18. Early leaders in each class follow: 1) Class A, *Faded Badley*, J/30, Dana Badley; 2) Midget 22-25, *Knots*, J/24, John Notman; 3) Columbia 5.5 Meter, *Chaos*, Jim Warfield; 4) Class B, *Veloce*, Cal 27, Ni Orsi; 5) Catalina 27, *Lyric II*, Paul Owings; 6) Class C, *Butter Cup*, Columbia Challenger, Steve & Jeff Nowak. Peggy Feakes is currently leading the club's Ladies Series with her Columbia 5.5 Meter *US*.



# CHANGES

With reports this month from **Halcyon** in Nuevo Vallarta; **Gavotte** recovering in Mexico; **Carina** in Colombia; **Tempi** in Europe; **Atria** back from Hawaii; **Yankee Lady** in Truk Lagoon; **Leilani** in Mexico; **Sonoma of the Isles** in French Polynesia; and, **Cruise Notes**.

## Miracle At Nuevo Vallarta Halcyon — Westsail 43 Jack & Jacquie Randall (Woodland Park, Colorado)

Miracle of miracles! Today, *San Valentin* and *Dia de Amigos*, also signaled the arrival of "the dredge", which has been anxiously awaited and tentatively scheduled to arrive every 15 days for the past 26 months, at Marina Nuevo Vallarta.

The *Presidente Elias Calle* arrived on the scene at dawn on Tuesday, February 14, amid no fanfare and little recognition — until pre-coffee-ed yachties were alerted by reports from shipmates that a "large vessel" seemed to be aground at the harbor entrance.

The self-loading dredge had spent the previous months in Marina Vallarta, also known as "The Pond". It was released from that dredging duty to save the few remaining cruising boats in Nuevo Vallarta from becoming landlocked by the shoaling of the harbor entrance. Nuevo Vallarta Marina has been a mainland Mexico favorite, where good water, electricity and

project would take no more than 10 days and result with 18 feet of water at mid tide. Before the dredging began, the shifty channel offered no more than five feet of water.

The 38 boats currently in slips at Nuevo Vallarta reflect the competition from Marina Vallarta. "The Pond" is only a short bus ride from town and a shorter dinghy ride from the Port Captain and the new Commerical Mexicana Supermarket. The possibility of becoming landlocked, missing scheduled departures and meetings with southbound buddies, has sent many Nuevo Vallarta tenants to the newer harbor or the free anchorage around the bend at La Cruz de Huanacastle.

So miracle of miracles, *Dia de Amistad* was brightened with the dredge hard at work and hot water in the showers. *Buen dia, buena serte, no mas problemas?*

— jack & jacquie 2/14/89

## Cruiser Cooperation & Goodwill Gavotte - Cascade 29 Don Ferrell & Gordon Chorley (Portland)

We'd like to bring to the attention of your readers an example of the cooperation and goodwill of that unusual social entity, the cruising fleet.

In September of last year, the two of us left Portland aboard the *Cascade 29*, *Gavotte*, for a winter cruise to Mexico. The two of us have a combined 30,000 miles of coastal and bluewater experience.

Despite our experience, in early December we suffered a major mishap in Bahia Santa Maria. After 48 hours of being anchored safely, the wind changed and our anchor dragged. We were awakened at 0230 by the boat grounding on a beach two miles across the bay!

As the boat pounded in the surf, the rudder shaft bent and the shaft housing was driven up through the bottom of the hull. The boat began taking on water faster than our pumps could remove it, and she settled uneasily on her side for the night, her fin keel and lee rail buried under the sand.

When daylight came the boat was high and dry. We used the first low tide to



pump the boat out, hacksaw the rudder off, and restore the integrity of the hull with thru-bolted plywood patches.

Once our plight became known to the cruisers in Santa Maria and Mag bays, people rallied to our aid. If they read this, they will recognize themselves, and we hope accept our thanks and public acknowledgement of their many extraordinary efforts and kindnesses.

One boat assumed the responsibility for coordinating VHF traffic, which was especially important during those first hours and days.

One boat was skippered by a mover and shaker who took charge of most of the logistics and all of the complex finances of the rescue.

Another skipper hiked numerous times around the beach to bring us hot tea and sandwiches. The same guy spent more time up to his waist in the sea than even we the victims.

Two boats in Mag Bay passed the hat, rented a truck with a gang of Mexican laborers, drove over to Bahia Santa Maria, and took charge of the off-loading of everything that could be removed from *Gavotte*. One of these skippers



COURTESY/HALCYON

The long-awaited dredge digging it at the entrance to Nuevo Vallarta. Can somebody tell us if they've completed the job?

occasional hot showers reward the payment of 20 cents/foot/month (12 cents during the nearly untenable summer months of June through October) for a berth.

As the *Presidente Elias Calle* began to dredge, the word was that the de-shoaling





LATITUDE/ROB

Squid, the most common stowaway on the California to Cabo run. Healthy specimens run to about six inches.

subsequently made space on his boat for the storage of the gear, then powered back to Bahia Santa Maria to participate in the rescue and to re-load *Gavotte*. How a cruiser can find such space to accommodate that much extra gear beats me.

A Hatteras cruiser got on — and stayed on — his radio and alerted the U.S. and Mexican Coast Guards of our predicament. A U.S. Coast Guard plane subsequently overflowed us. The Mexican Coast Guard sent a cutter into the bay, whose crew tried to pull us off with their whale boat. They also sent a diver down to check our hull and offered to take us aboard.

The same cruiser with the Hatteras provided hot showers, hot food, and a base of operations for the eventual re-floating after three nights on the beach.

Another cruiser conceived of the technique (sideways, keel first) that finally got us off and into deep water.

When it was learned that cash in hand was needed to hire the shrimper to tow us off, cruisers from half a dozen boats, all

then barely known to us, came up with \$2,000 U.S.

Another cruiser gave us a 20-lb CQR of considerable sentimental value to replace our ground tackle that was damaged in the incident.

When we needed a strong tow line, one skipper handed over 120-feet of brand new 5/8" nylon line.

Many other cruisers dinghied over during our 60 hours on the beach to bring food, loan gear or to do anything in preparation of the big haul-off.

As for the haul-off itself, there must have been 20 helpers in the water — including several women — who were in the water for up to two hours. They heeled the boat over, hauled in cable from the shrimper, and pulled the stern around to position *Gavotte* for the pull.

When the Cascade was refloatated and the cheering died down, there was one quiet guy who spent 90 minutes in the water under the boat retrieving all the hardware we'd attached below the waterline.

Also helping were the people who organized the beach party celebration that night; they provided more food than the

fleet could eat.

The ham radio operators on the maritime nets, through whom much traffic was passed during the weeks our predicament lasted, were a great help. Thank heavens we both got our American General Class tickets and Mexican reciprocal licenses before leaving San Diego.

When you have a damaged hull, no rudder, and no repair facilities within 400 miles, your troubles don't end with being refloatated. It was 30 days before we were able to get underway again. The boats that stopped by our temporary repair center in Puerto San Carlos were terrific. Their company, comfort and hot meals — especially over Christmas and New Years when the skipper was onboard alone for several weeks (the crew having been loaned to a short-handed boat going south), were appreciated more than they'll



LATITUDE/RICHARD

Without the help of friends, '*Gavotte*' might have ended up looking no better than the remains of this Mexican cruiser.

ever realize.

The same is true for those who gave fiberglass, epoxy, 100V grinding equipment, and many hours of labor to get the rudder housing glassed back into the hull at Bahia San Carlos. We had all the repair materials



# CHANGES

aboard, but you have no idea how your spares get ruined when a boat fills with seawater and sand.

Thanks also go to Yacht Constructors of Portland, builders of the Cascade line. They fabricated a new rudder assembly in record time. Two friends, one a Mexico cruiser last year, the other a diver, put the rudder in a car and drove from Portland to Puerto San Carlos. The diver installed the new rudder from underneath the boat (which was pitching wildly in the anchorage), eventually enabling us to continue on to La Paz for haulout, survey and replacement of stores lost in the stranding.

Inevitably in an account such as this, the efforts of some are not specifically mentioned. To them we offer our apologies. Their work was sincerely appreciated and we know they'll realize that in stressful situations such as ours, total recall is not possible.

Without the enthusiasm and emotional and material support of all these cruisers, we would have fared much worse. It's a real pleasure to acknowledge these people publicly. When you sail away from the security of the United States, you'd better be prepared to be self-reliant. However, it's good to know that when the end-product hits the fan, and you as individuals are overwhelmed, that the fleet out there recognizes the interdependence of us all and comes through. It's a superlatively good feeling.

Thanks to all of you. We hope you'll never need us the way we needed you. But if you do, there's two men you can count on for sure.

Before leaving San Diego we purchased hull and liability insurance from ASMEX through Long & Clark insurance brokers. We are presently negotiating with that company for reimbursement of expenses incurred getting the boat to La Paz and for replacement of personal and boat gear lost or damaged. We'll let you know what happens with that.

— gordon & donald 2/17/89

Gordon & Donald — We're very interested in how things turn out with regard to your claim with ASMEX, the Mexican insurance company. One cruising couple that lost their ASMEX-insured boat late last year has experienced substantial



Memories were made of this. Dr. Bob, Race, Week Urologist, energetically examining a director's chair.

frustration in trying to collect. We're told they should have their money in a few days — but we'll have to wait to be certain, because they've been promised the money a number of times already.

We're told that their's is a unique case and that ASMEX, Mexico's largest financial institution has a good record in paying claims. Please let us know what your experience is.

## **Carina — Valiant 40 C. Howard & Joyce Stevens Mexico to Colombia (Huntington Beach)**

Do you remember us? We met at Baja Haha Sail Week in 1985 aboard *Amistad*. We raced our *Brigadoon* to third place and were hosts to Dr. Bob and his son. We've been remiss in not writing sooner, but when you're cruising there's always a lot to keep you occupied.

We returned to Newport Beach in January of 1986 and traded *Brigadoon* in on *Carina*, a Valiant 40. Leaving Newport Beach on Memorial Day, we headed back

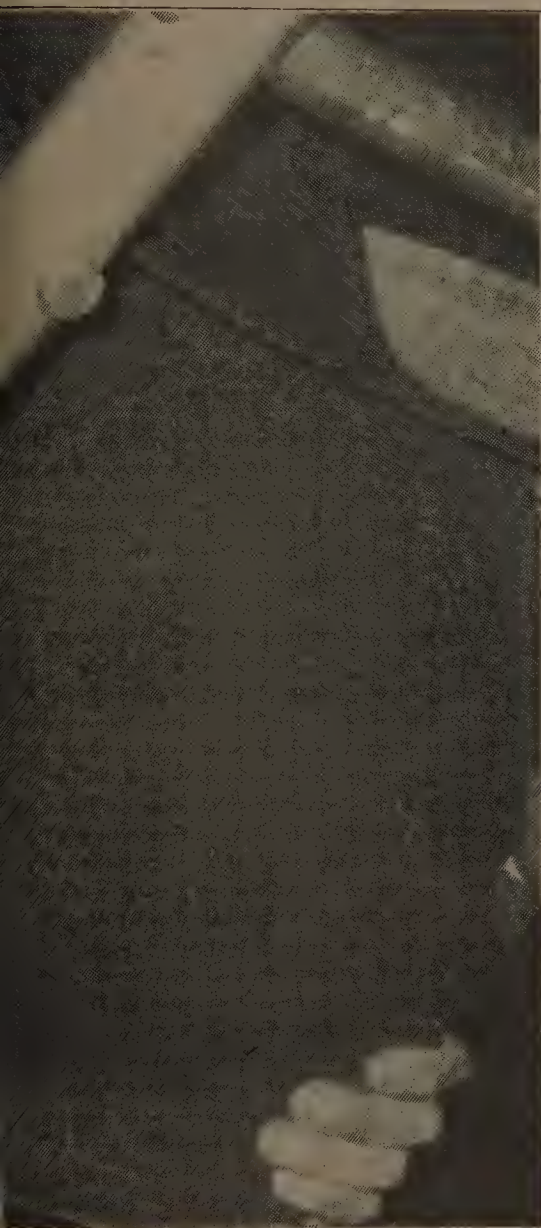
to the Sea of Cortez. Our return trips, both to the States and the Sea of Cortez, were against the wind and current, but great nonetheless.

We did a blister job (a given with Valiant 40's) in Guaymas at Astillero Navarro. It was 38 days of hard labor, but worth it. We wintered in Manzanillo and left the boat in the new marina at Santa Rosalia for the summer. Only two problems: 1. They tripled the fees on us while we were gone; and, 2. They operated the smelter and it took months to get the black dust from every nook and cranny.

In November we departed La Paz for a non-stop trip to Navidad, for a visit with Phil at Los Pelicanos restaurant. Then we continued on down the coast to meet up with the first members of the Class of '88: *Illusion*, *St. Brendan*, *Constance*, *Francis L.*, *Daybreak*, *Annie Lyon*, *Westwind*, *Amistad* (Canada), and *Outbound*. We passed the dreaded Tehautepec in 30-35 knots of wind, hugging the beach per everyone's advise. Then we stopped in Pto. Madero to check out of Mexico. No sweat!

After 36 hours of flat, then a similar period of 40 knot Papagallo winds, we





LATITUDE/RICHARD

arrived in Playa de Cocos, Costa Rica. We had some problems with the officials and probably wouldn't check in there again. Nevertheless, we spent three months in Costa Rica, traveling to San Jose (great trip to the cool, high, capital city)), visiting the rain/cloud forest at Monte Verde (also well worth it) and much coastal cruising. We both enjoyed Costa Rica, but food and supplies are expensive. Fruits and veggies are readily available, however, and bus rides are cheap.

Like several others, we hauled at Pacific Marine in Puntarenas and were very satisfied with what we felt was quality work at U.S. prices. The yard is run by ex-pats Perry and his son Bill Holden. Both are helpful in locating parts. We used the Portobello Hotel pool and restaurant (next door to P.M.) to relax in the hot afternoons after doing our morning boat chores, and had many pot-lucks, movie nites and sing-alongs at the *palapa* in the marina. Not too shabby!

After things had quieted down in Panama, we headed south again, visiting Golfito for three very rainy weeks. We really enjoyed that area as well as hiking on the jungle roads, jungle burgers at Cap't

Toms, etc. Hotel Las Gaviotas offers a pier (a big deal in the land of 12-foot tides) with water as well as an indoor shower and good meals. Most of the yachts anchored there last season were made welcome and there was little theft.

From there it was on to Panama, where we spent 30 days between Costa Rica and the Canal, visiting many coves and islands, and meeting many great locals. Especially memorable were Parida Island for palms and sandy beaches, Bahia Honda for Domingo's great fresh veggie gifts, and all the other islands for their great anchorages. We spent a few days in the Las Perlas (much current and murky water) before moving on thru the Canal.

Transiting the Canal was an unforgettable experience. We went through with *March Wind* and then spent 30 days at the Panama Canal YC in Cristobal. After completing a few repairs and provisioning, we moved on to the San Blas Islands, where we spent 10 weeks. We can't say enough good things about these islands and the Kuna Indians who live there. Remaining mostly at the west end of the islands, we developed a good feel for the Kuna culture in an area seldom visited by yachts. The people were terrific. Young men would bring us fish, crabs and lobster to trade or sell and really looked forward to Joyce's ice-cold lemonade!

While in the San Blas Islands, we had to replace all three heat exchangers in our *Westerbeke*. We ordered them through Kettenbergs in San Diego who shipped them to Panama. I had to ride the Kuna airline from Porvenir to Panama City to pick them up, which cost \$23 each way, but it worked!

We left for Cartagena, Colombia with *St. Brendan*, *Oui Si* and *Perky* in October. We hadn't intended to go anywhere near Colombia until we met Norman Bennett at the Panama Canal YC. Bennett runs the Club Nautico in Cartagena and got us interested. We're sure glad he did! Invited to participate in the Columbus Day Regatta sponsored by the Colombian Navy, we took first in Class A and *Perky* took first in Class B! "It's always fun when you win!" according to an old saying at the Ole Voyagers YC. There was a super party that night at the Naval Club.

Since the other gringo boats have moved on, we've had carpentry and

machine work done, and have 'hosted', as it were, *Vixen*, *Spirit* and *Chateleine* (from Mexico), Frank and *Supertramp* (Great Britan) and *Flamingo* (Swiss) on their respective ways.

We visited California and Nevada for the holidays, checking on the upbringing of the grandchildren, and then happily returned to the warmth of the tropics in January. We dutifully packed several *Latitude 38's* in our boat stuff, but are having trouble finding boats to give them to. So, we left them here at the Club Nautico for anyone passing through.

We say "Come to Cartagena!" It's antique, beautiful, economical and above all, safe. We walk around here at night with no fear of being mugged. And if it's safe for 20,000 Canadians every winter, I



LATITUDE/RICHARD

Domingo's on Bahia Honda has great fruits and veggies.

guess it's OK for us, too. We plan to leave for Florida via the Windward Passage in March or April.

— howard & joyce 1/29/89

Howard & Joyce — We recently



# CHANGES

spoke to your old Baja Sail Week companion, Dr. Bob. He's keeps Blue Sky in Boston where he sails her in the summers. He figures he might bring her back through the Canal in three or four years.

**Tempi — Halberg-Rassey 31  
Jim Crittenden  
Europe For Eight Years  
(San Rafael)**

People thinking about sailing the western Med may find some of the following information useful. It was gathered between October and November of 1988, from Menorca to Arno River, Italy, via the Cote d'Azur.

Marina fees and yacht services are quite expensive in the Balearic Islands, but I found that Mahon on Menorca to be the most reasonable. The harbor was one of Admiral Nelson's fleet bases and the old town shows influences of that period. Anchoring, side-ties at the town dock, club facilities, and haulouts or layups on the public wharves are options. Yachtsmen Servicios Nauticos, run by Canadian John Marawski, who has at least partially swallowed the anchor, is recommended. He and his Swedish partner can provide most yacht services.

Winds in the Med can blow from any direction, so if you don't like it today, it will probably blow your way in a day or two. If you have unlimited time, you can sail just about everywhere.

Our port of entry to France was Bandol, where all the officials and merchants were friendly and helpful. They would even try to understand our high school French! Marina fingers open right on to the town front, making provisioning easy. A bulk wine retailer in town can fill your *demijohns* direct from the barrel with a selection of reds, whites and brandy. Customs is next to the marina office, so that's convenient. You are only supposed to keep a boat in France for six months to avoid paying value added tax, but lay-up time is subtracted from that. A new temporary import permit is available to simplify things — or so the information leaflet says.

The Iles d'yeres, off Toulon, offer protected anchorages, a small marina and town, fine beaches, and a national park with fine diving.



A surprisingly large number of long voyages are made in vessels as small as the 24-foot 'A-Train'.

The big marina at St. Tropez is in the picturesque old town. It's our favorite French port, partly because of welcoming harbor officials and low rates. It was \$4.50 a day in the low season for my 31-ft Tempi. Winter liveaboard and lay-up rates are correspondingly economical for six months. The old inner harbor is where the 80 to 200-ft yachts squeeze in. How come so many of the ones over 100 feet fly the flag of "poor" little Britain?

At Cannes we anchored behind one of the Iles de Lerins to stay away from the big city zoo. Frequent ferry service was available for the mile or so trip to town.

The new marina at Nice is some distance from the city. Although there is a yacht club in the old harbor, they seldom have berths for visitors. Villefranche, close around the next point east, is an old sailing ship harbor and still has huge masts stored in the dockyard. The drydock is used for large yacht maintenance. You have to pass through the castle to get to the town itself, but that's no punishment if you like places that have changed little in hundreds of years.

Most Americans probably feel the Princess Grace connection with Monaco.

She is fittingly remembered there by the Memorial Rose Garden near the Cap d'Ail Marina. The main harbor is closer to the palace and the casino, but it has an uncomfortable surge most of the time, especially in easterly winds. The high rocky peaks towering over the city, the palace, the government buildings, and the old town standing on a walled promontory combine to make Monaco an excitingly scenic place to visit.

The high cliff-lined coast continues into Italy, past Genoa, to La Spezia. If you are day sailing, as we were, San Remo is the usual port of entry. Bad news: formalities are reminiscent of old time Mexico and you have to pay a Customs fee based on the time you plan to cruise Italy. The Navy Coast Guard issues the *Costituto in Arrivo per il Naviglio da Diporto*; you are also supposed to check in and out of each port, having the details recorded on the *Costituto*. The big new marina at San Remo was, at \$26 per night off season, the most expensive of this cruise. Customs fees aren't much; we paid about \$8 for two weeks. You can keep a boat in Italy for one year; the long term fee is at a much lower rate and lay-up time, even when living board, doesn't count against the year. Many of the smaller harbors along this coast do not charge for overnight stays.



## ATTITUDE/RICHARD

Right now, *Tempi* is laid up in one of several small marinas on the Arno River. It's a very secure family-run operation out in the country. The bus to Pisa goes by every half hour. In a few months, I expect we will get off the bus and back on the boat to get in touch with some more of the good people and places.

P.S. Portofino and Portovenere are two little gems among the northwest Italian harbors and I can't end this without mentioning them. Located at the western entrances to the Bay of Rappallo and Golfo della Spezia respectively, they are not to be missed.

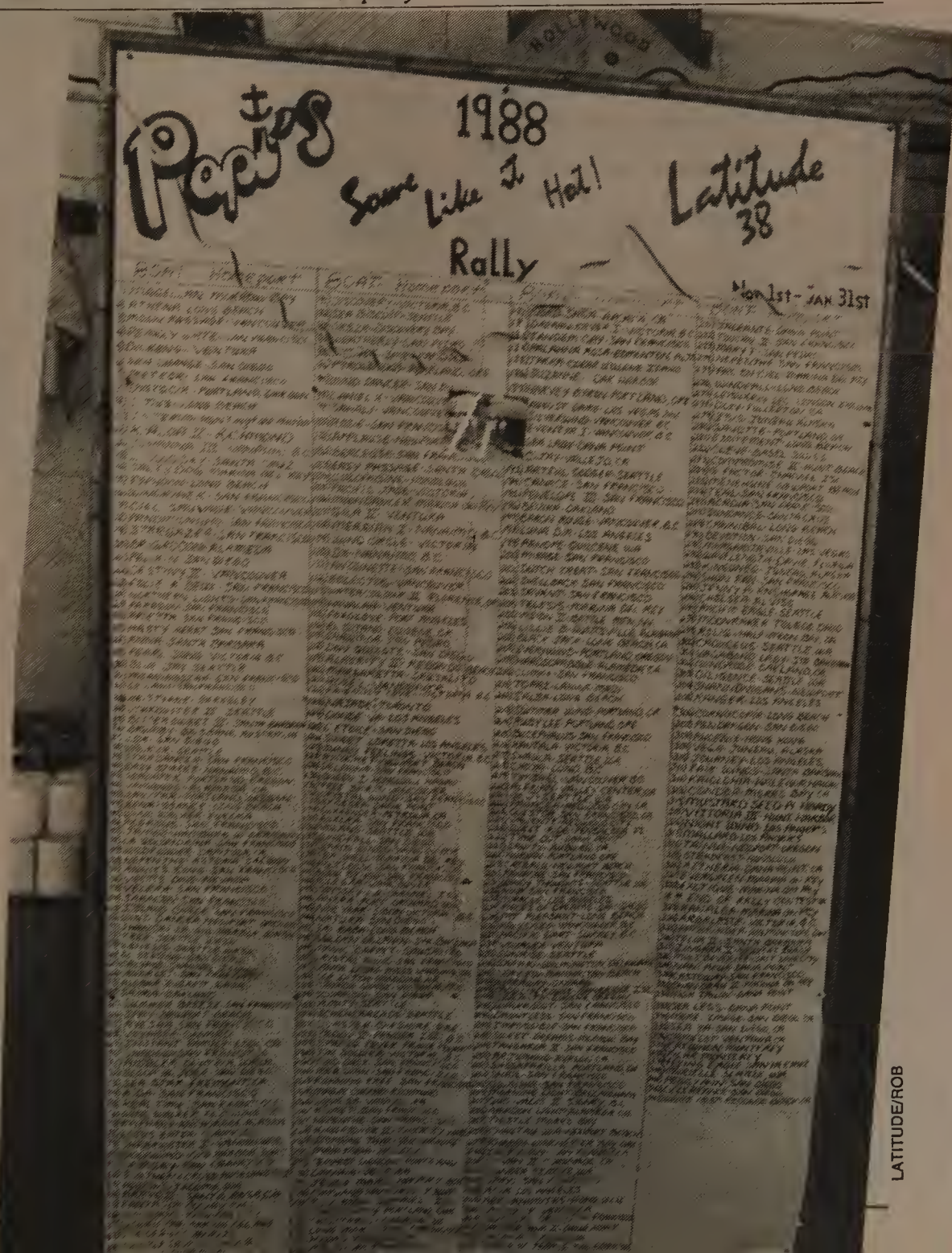
— James 12/18/88

— james 12/18/88

He sailed Tempi, the same boat he's used for the East Coast trips, across the Atlantic in 1981. Since then he's pretty

The following is the general route he followed: Bermuda, Azores, Portugal (Algarve), Cadiz, Gibraltar, Costa del Sol.

Lots "Liked It Hot".



ATTITUDE/BOB



# CHANGES

Balaerics, Corsica, Southern Italy, Corfu, Peloponnesus, the Greek Islands to Rhodes, Crete, Yugoslavia, southern France, Canal du Midi, Brittany, Scilly Isles, Ireland, Scotland, Orkneys, Shetlands, Norway, Sweden, Finland, Denmark, Kiel Canal, the Low Countries, Channel Islands, around the coast to Gibraltar again, Balaeric islands (third time), French and Italian Rivieras.

Jim, who retired at age 55 and then sailed across the Atlantic at 60, has done almost all his traveling in small boats. His west coast voyages were aboard a Westerly 26, an Ericson 30 and a Fisher 25. He recently sold Tempa to an Alameda friend who had cruised with him for several weeks last year. One of the conditions of the sale was that Jim get another month on her in Europe this summer, during which time he'll look for a boat to bring back to the United States. Surprisingly he's got his eye on an even smaller boat; perhaps 25 to 28 feet.

How can he have afforded all these cruises in Europe? It turns out that for the thrifty, cruising Europe just isn't that expensive. In the early 80's when the dollar was strong, \$2500 would get him and his boat, including gear and insurance, through the entire year. With the dollar having taken a tumble, Jim says you and your boat can still get along just fine for less than \$1,000 a month. Kinda makes you wonder what you're doing here driving yourself crazy trying to make and spend a big pile of money each year, doesn't it?

**Atria — Islander 33**  
**Larry Larson — San Rafael**  
**Hawaii and Back**  
**(San Rafael)**

After years of following the exotic adventures of others in *Changes*, I finally decided it was my turn. So last June, with some trepidation, I left Loch Lomond Yacht Harbor in San Rafael for Hilo, Hawaii. Both my crewmembers came from the *Latitude 38* Crew List.

Although we had to motor for three days in all, we hit the trades quickly. We put up twin headsails, plugged in the autopilot, and ran before the wind. It was a kick to stop the boat occasionally and take a swim in a 12,000-foot deep pool. Almost to my surprise, Hilo appeared over our bow 16 days after leaving San Rafael.

The highlight of the trip was the two months we spent going to all the islands, renting cars, and really checking out all the sights. The harbors are scarce, but we got a berth in most of them, including Lahaina and Maalea on Maui, and the Ala Wai in Honolulu. The cost was only \$6.75 a day! The best place of all was Hanalei Bay on Kauai; the Napili coast is dramatic and the beaches are really super.

The trip back to the mainland was another story. Two new *Latitude 38*-found crewmembers joined me on Kauai. We departed September 2, and headed north in good winds. Our Loran worked perfectly the whole trip back except for a 400-mile gap in the middle. We used the sextant, too, and found that a \$99 Merlin calculator reduced our sights effortlessly.

The weather information we got from the WWV time tick stations was too sketchy to do proper route planning. We started east too soon and were becalmed several

During a visit to the south coast of the Big Island, 'Atria's' captain and crew watched hot lava pouring into the Pacific.



times for a total of seven days. You really need a ham or marine band radio for proper short wave weather reports. Fortunately we saw several ships, all of which gave us comprehensive weather information.

Some of the more pleasant sights were watching all the dolphins and seeing several whales breaching over and over. But I saw the worst thing of all one morning when I lifted the bilge boards: a lot of water in the bilge! You can imagine the anxiety as we checked all the thru-hull fittings and still couldn't find the leak. On a second inspection, I noticed a split in the plastic bilge pump hose. The following seas had been splashing water back up the stern outlet through the cracked hose, filling the bilge. Whew!

I carried spares for almost every part that could break — and used lots of parts I never expected to need. *Atria* is a 20-year old Islander 33 that sailed well in all kinds of weather.

During the passage back I learned that





LISA SHEPARD

you need to walk around the boat daily to check everything. Late one night in heavy seas the plow anchor somehow came loose and was lost — despite being lashed down.

I'm certainly glad we made the trip, but once is enough, thank you.

— Larry Larson

**Yankee Lady — Traveller 32**  
**Robert Hodieme, Lisa Shepard**  
**And Cutter, (2)**  
**Truk Lagoon, Micronesia**  
**(San Francisco)**

The problem with waiting so long to write is that there's so much to say. The gist is the longer we're out cruising, the more we love it. In the beginning I had a difficult time adjusting to the lifestyle; now that I'm in the swing of it, I dread our 're-entry'. Having been cruising for two years now, we hope to sell our boat in Japan and fly back to the States in the fall.

Before sailing to Japan, we plan to spiff-up *Yankee Lady* in Guam. This will

'Yankee Lady's' two-year old Cutter. He's been cruising the South Pacific almost since birth.

involve re-rigging her, painting the decks and general sprucing up after two years of non-stop cruising. For a boat a dozen years old, she is doing remarkably well, keeping us drier than most other boats and continuing to get us where we want to go with good speed. We made the 1,200-mile passage from Fiji to the Solomon Islands in nine days last December, thanks in part to steady southeast trades.

Until we got to the Solomon Islands, Fiji had been our favorite spot. You can get everything done to your boat in Fiji — which is exactly what we did over a three month period of time. We hauled the boat, and because the labor was so cheap, had the bottom painted for us. They did a pretty good job, and now, five months later, the bottom is still clean. You couldn't beat the price of the haulout or labor, but we're not so sure about the paint. It was an International brand made in Fiji, and

we're a little concerned because the red looks like mottled gray and red now. Who knows why?

We took our SatNav and ham radio to AWA in Suva for repairs. We can't recommend this company highly enough. Their service and follow-up were outstanding.

While in Fiji we also had our sails repaired, the cockpit cushions recovered, sail covers re-stitched, and all the varnish stripped off the boat. Everything is so cheap we couldn't afford not to do it. If you need work done, the price is right in Suva. The food is also the best — and cheapest — in the South Pacific. If you need a final reason, there's also much to see and do.

If you want some guidance on getting work done in Suva, you can use the services of the year-old Yacht Help, operated Jeff Norton, an Aussie. Jeff will show you where to go or take the parts there himself, saying he can save yachties time and money. We figure it depends on your attitude. We're pretty skilled at quickly getting the lay of the land ourselves, and decided we could get by without his services and 10% commission. Others, typically older cruisers or folks on larger yachts, were happy to pay someone else to handle their chores.

When we left Malololailai, on the west side of Fiji, we sailed to the infamous Guadalcanal, where World War II history stares you right in the face. At the capital of Honiara, you can take a worthwhile tour of the battlegrounds. It leaves you with a feeling you've been through a living war museum.

It wasn't until we got to the Solomons that it hit home how incredibly westernized most of the South Pacific islands have become. But Solomons aren't, and that's what we had been looking for. None of the villages have electricity, roads, cars, stores or banks. The people still live in thatched huts.

Yachts in the New Georgia group, in particular, become traveling general stores. In return for magnificent ebony hand-made carvings, we traded our t-shirts, glue, sandpaper, tools, batteries, bedsheets, plates, flashlights, paint and magic markers. When selling their works for cash, the carvers only want a little money, \$10 to \$20, because they don't have many places



# CHANGES

to spend it.

The trading is great fun, and is handled differently on every village within the Marovo Lagoon, where the best carvers reside. The islanders have a high sense of fair play, and we responded in kind, never trying to take advantage of them. Trading is an excellent way to meet the local people and quickly integrate into their villages.

Right now we're anchored in gorgeous Truk Lagoon. Unfortunately, the main town, Moen, is the dirtiest place we've seen in two years. The streets are literally paved with beer and soda cans, rats race across the road, and garbage is piled everywhere you look. My favorite snapshot is of a huge heap of empty Budweiser cans with a rusting truck stuck end-up in the middle. American largesse has somehow stripped these people of their pride. It's much nicer at the other islands, even within the lagoon.

We'll end with a tip we learned from two years of cruising: If you see something



## **First Cruise At 60 Leilani — 41-ft Steel Cutter Bob & Mary Carnes (San Jose)**

Heading to Cabo San Lucas on our first-ever cruise, we had no wind on the way to San Diego except for a brief seven hour sail off Santa Cruz. Our autopilot lost a roller bearing gear off Big Sur, which forced us to hand steer all the way to San Diego. For a crew of two, it was a bear.

Although fearsome Point Conception was calm as a mill pond, there was excitement everywhere as we criss-crossed paths with many ships in fog-reduced visibility on the way to the Channel Islands. Thank God for radar! In all my 60 years, I never felt so much like I'd gone out to play on a freeway. Nonetheless, we had pleasant interludes at Santa Rosa, Santa Cruz and Catalina islands.

We were very well treated upon our arrival at the San Diego Police Docks and had a nice 11-day stay. Other good friends in San Diego included the crew at West Marine who shipped our Navico autopilot back for free repairs even though it was out of warranty; Pacific Marine Supply; and, Downwind Marine.

Moving south into Mexico, we again had no wind until 30 miles north of Cedros. A nasty weather front kicked up and sent us flying past our planned fuel and rest stop at Turtle Bay. The winds were gusting to 35 knots and the waves

were high. The first mate estimated them at 30 feet, but I feel they were more like 18 feet. In any case, we averaged over seven knots under mainsail alone for 18 hours!

When conditions eased 40 miles northwest of Mag Bay, who should come along but Coast Guard Cutter #618. They boarded us for an hour in what was supposed to be a routine safety inspection; I'm sure, however, they were looking for drugs. The boarding party was very pleasant and courteous; we actually enjoyed the interlude. We came away with a good feeling that the Coast Guard was out looking for the scum that get rich smuggling drugs and ruining the lives of so many young Americans.

Arriving in Cabo San Lucas, we were surprised to find more than 45 sailboats Med-tied in the Inner Harbor. Previously we'd been told all boats had to leave the Inner Harbor. Mooring buoys in the Outer Harbor go for \$20 a night with no shore privileges such as showers. The buoys are so far from town that it's ridiculous to moor there — and the Outer Anchorage is even further out! Realistically, you have to have a high-speed dinghy for either spot to be reasonable.

Cabo was a nice stop, but it's being ruined by all the tourism. Fueled by outside investors, businesses charge every last cent the market will bear. Our impression that it was cheap turned out to be false; prices were as high or higher than they are in



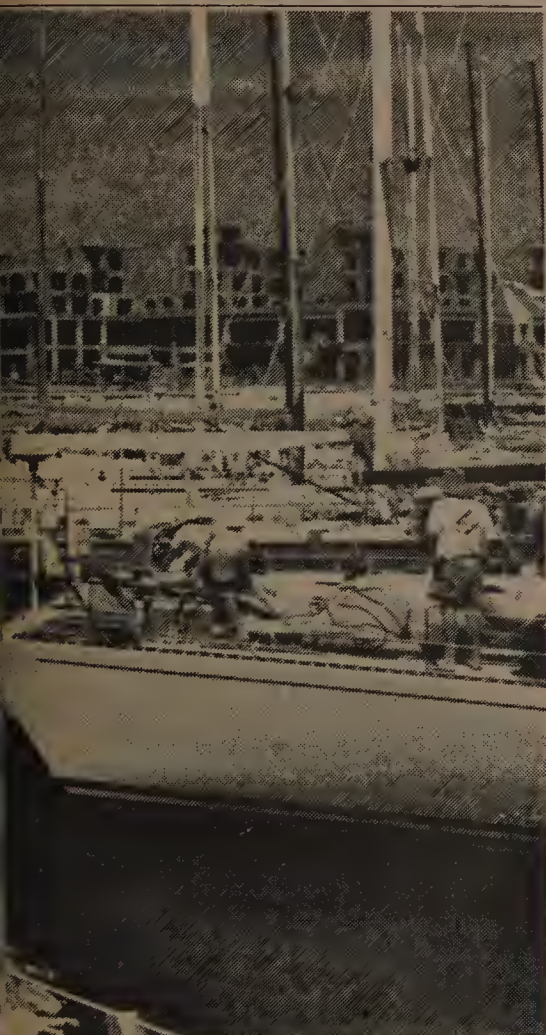
LISA SHEPARD

Australian Jeff Norton operates the Yacht Help service in Suva, Fiji.

you need, buy it right away, and buy a case of it. It's amazing how easy it is to find something like pancake mix in one country and never see it again.

— lisa, robert, and cutter (2)  
3/7/89





LATITUDE/ROB

This is the Inner Harbor at Cabo San Lucas? One visit was enough for Bob and Mary Carnes.

San Jose. The one high point of our visit was Papi's Deli, where Gil & Karen serve tasty food at reasonable prices and do so much for cruisers. We're glad we stopped at Cabo but have no desire to return.

— bob & mary 12/15/88

Bob & Mary — Gil of Papi's tells us there's yet another new Port Captain in Cabo San Lucas. Apparently he waits until the Inner Harbor gets too crowded, then he throws everybody out. Soon boats start trickling in once again. Once it gets overcrowded, the Port Captain tosses everyone out again.

## **Sonoma Of The Isles — 53-Foot Steel Ketch Clive King & Crowd French Polynesia (Petaluma California)**

Hear it now from the skipper.

Sonoma of the Isles did indeed leave San Francisco in June of 1988, following 100 years to the month in the wake of Robert Louis Stevenson. The crew included not one, but three ladies whom I met through the *Latitude 38* Crew List Party: Cynthia Elmore, your correspondent of last month, complete with her wimpy black cat; Karen, and Cathy. The crew was rounded out by Peter, another Englishman now

resident here, and I.

We sailed 23 days to the Marquesas and celebrated July 14 as Bastille Day (even though it's supposed to be July 24). With the crew down to Peter, Cynthia (plus cat) and I, we headed to Tahiti and Moorea for August and September.

While in Cook's Bay, Moorea, the Ocean Cruising Club gathered; Todd & Elsie Phillips on *Coquitlam* from Fremantle, Alan Greedy and family on *Hiraeth* from England, and Sonoma's crew. Now that was a get-together worth getting together for!

Clyde and Sophie on *Renaissance* from Boston were busy running their net every morning on 6125.4. They started the net in July in the Marquesas; by the end of the season almost every boat from Hawaii to Auckland was chatting away.

Twice around the block we went from Manihi and Ahe to Tahiti. The enclosed photo is of a copy of a *Latitude* on the steps of the Pora Pora YC, Ahe, recently the home of Ron and Anne Christophe Falconer and their children Alexandre and Anais. (Editor's note: see March Changes). It's now looked after by Hiti and Mama Fana, doyen and matriarch of the atoll that once had been the home of Joshua's Bernard Moitessier.

just a blip on my radar screen  
only a strip of sand and green  
wedged between two shades of blue  
are you Ahe, Tuamotu?

Back at Rangiroa we had barbecues on the beach on the south side of this huge atoll with Craig, Nancy & Alan of *Pai-Nui* which we believe is now in Hawaii, and Rob & Charmaine of the Seattle-based *Jester* now in New Zealand. When Craig's Coconut Stand, Rob's Propane Station, and Clive's Deli didn't take off, we, meaning Cynthia (plus cat) and I, headed back to Tahiti and Cynthia's Tahitian boyfriend, Manu.

Subsequently we sailed from Tahiti to Aitutake in the Cooks with my friend from England, Joseph Farchy, Ingrid from Sweden, and Cynthia (plus cat). The only yacht at Aitutake, we had to lie outside the reef. Nonetheless, we could hear the Cook Island Congregational Church raise the roof with lusty singing and swelling counterpoint in their annual celebration of the first reading of the Bible on that island.

From there it was on to Rarotonga,

where on All Hallow's Eve they decorate each and every grave with garlands of aromatic flowers and lit candles, and sing in Polynesian rhythm. Rarotonga turned out to be this year's sick bay. Roger and Rhona on *Cloud Nine* were dismayed by a freighter coming in; Tom Sandy, John and Joe on the Florida-based *Elation* had engine problems and more. *King Malu* with Stephen & Susie from London, and a couple of others, were all crowded into the tiny harbor and had to be moved every other day to accomodate a large freighter, fishing boat, factory ship, whatever — as well as a harbormaster with an attitude problem.

But what the hell, the island was beautiful, cheap compared to Tahiti, and



CLIVE KING

The Falconer's Pora Pora YC at Ahe. There's a 'Latitude' waiting on the steps just for you.

best of all for Cynthia, English was spoken. We heard over the radio that Sherri and Jerri on *Spirit* from Sausalito were working



# CHANGES

in Pago Pago.

Joe flew back to England and was replaced with two Canadian lads as we sailed to the Bay of Islands in New Zealand. Beau and Annie of the Sausalito-based Freya 39, *Lionwing*, were there to greet us as we arrived just in time for Thanksgiving dinner.

I'm back in Sausalito now, toiling for awhile, looking forward to sailing the South Seas some more. There's so much more to see, so many warm friends and faces, and dammit, it's summer there now!

— a. clive king 2/16/89

## Cruise Notes:

The Silver Lining. Eleven weeks after arriving in Australia and just three months after having to open the seacocks on their beloved 58-year old Alden schooner, **White Cloud**, Californians Paul and Susan Mitchell have acquired and moved aboard their "Next Boat". She's a five-month old, 36-foot, double-chine, full keel cutter designed by R.S. Gilbert and Joe Adams. "The workmanship is first class throughout and she's just what we wanted," the couple write. The Mitchells christened her **Elenoa** "after a very special Tongan lady".

Paul and Susan, who cruised *White Cloud* for 12 years on the Pacific, plan to remain in Australia until May of 1990, exploring that country and preparing *Elenoa* for ocean cruising. Susan's Australian ham call sign is VK2FVU for anybody headed that way and needing assistance.

In closing, the Mitchells wanted to acknowledge the help of all their friends: "We've been overwhelmed by all the support we received from the cruising community after the loss of *White Cloud*. It is because of the help of many of those friends that we are rejoining the cruising fleet so quickly. Our heartfelt thanks go out to all." Welcome back.

San Diego's Kona Kai International YC, host of this year's third annual America's Schooner Cup, has decided to dedicate this year's race to the memory of *White Cloud*. The big schooner, now consigned to the deep, is described as a "South Pacific legend that had a colorful career around the world, including once being impounded for six years by Fidel Castro and the Cuban government".

Sushi on! If you're planning on

crossing the Atlantic soon, you might consider picking up a yellow plastic octopus lure. **Golden Apple** (of the sun), former racing machine along with sistership **Silver Apple** (of the moon) and now converted to cruising, reported catching 18 fish with the lure during her 2,750-mile crossing from the Canaries to Barbados.

The **sparkling** and the **filthy**. A few months back we received a report on the Azores, in which one of our readers hailed the absolute pristine condition of the cities. That contrasts with Gibraltar, another European crossroads, of which Eve Lawson wrote most critically: "The dirt in Gibraltar is a minor annoyance, but one which permeates everywhere. I have never seen such squalor, even in poor countries where you expect street cleaning to be low on the list of priorities. The streets are thick with rubbish, the water is awash with plastic bags and a variety of junk, and in town even the seagulls get used to dodging flying debris." You've been warned.

The news on the much-too-long-awaited third edition of Leland Lewis' **Baja Sea Guide** is the same as it's ever been. In a February 1 letter to a *Latitude* reader, Lewis writes, "I apologize for any inconvenience that my long delay in producing and publishing the manuscript may have caused you, and I trust that when you ultimately obtain a copy of the 3rd edition you will find it to have been well worth waiting for." Since Lewis then offered to send a used copy of an earlier edition or xerox copies of the "pertinent pages", it looks as though "ultimately" will arrive later as opposed to sooner. The yet-to-be-completed third edition was first offered for sale in 1984.

As of right now, we consider Jack Williams' *The Baja Boater's Guide, Part II*, to be the definitive work for cruising the east coast of the Sea of Cortez. It's packed with 350 photographs, many of them aerial shots of anchorages, and more about Baja than you'll probably ever want to know.

R. Kaiser of Rio Vista has **questions about Mexico**. 1. Do you need a fishing license for an inflatable? As of late last year, the woman at the Mexican Fisheries Department said yes, inflatables require a license. 2. Is the Mexican consulate still operating in Ventura? We're not sure. Even if it was, we'd recommend that southbound sailors use the consulate in San Diego;

they've got the experience to make things run smoother. Is it all right to stop on the way down the Baja coast without entering until reaching Cabo? We're a little fuzzy on this one, but it's our understanding that you're supposed to stop at a Mexican Port of Entry, such as Ensenada, before stopping elsewhere on the Mexican coast. In actuality, most cruisers make many stops along Baja coast before hitting a Port of Entry.

Beau and Annie Hudson of the Freya 39 *Lionwing* were recently back in Sausalito for a visit, having left their boat in Whangarei, New Zealand to cool her keel for awhile. They had a few clarifications for us about life in New Zealand. The first is that yachties are still very welcome in the Bay of Islands. It turns out that the problems in the Bay of Islands last summer were caused by a few too many drunken Kiwi's who made life unpleasant for everyone. Recognizing they have a national drinking problem, the New Zealand government has been taking steps to try and solve it. Meanwhile, businesses in the Bay of Islands are wondering where all the cruisers are this year. According to the Hudsons, some of them stayed away because of last year's troubles and others were kept away by unusually bad weather.

The second clarification has to do with yachties getting jobs in New Zealand. While there are a few legal jobs for aliens, most yachties are working in New Zealand illegally. They make about \$7.50/hour at jobs the unemployed Kiwi's, who make nearly as much on the dole, snub their noses at. The Hudsons know yachties who are paying anywhere from 10 to 30% of their income in taxes, so it's a very fluid situation down there.

The exchange is still very bad for U.S. dollars in New Zealand. Beau and Annie motored to the South Island — which they thought was beautiful beyond description — but it cost them nearly \$200 day for room, wheels and food. That's way beyond the typical cruiser's budget. As much as Beau and Annie liked New Zealand, Tonga is still their favorite.

The Hudsons left *Lionwing* in Whangarei, next to a most unusual boat being built by former Sausalito neighbors, Bob Evans and Peggy Kashuba. The boat is a 60-foot catamaran propelled by a deck-mounted 50-ft propeller that drives a





LATITUDE/RICHARD

Are we alone in wondering how one product could cure sailing's two most common — yet opposite — medical problems?

five-foot prop. It might sound ridiculous, but it's supposed to 'sail' directly into the wind at half the speed of the wind.

Tom's Not-So-Excellent **Mexican Adventure.** Tom Walerius of Santa Cruz didn't exactly have the best sailing trip to Mexico early this season. Things started all right; he flew to San Diego to help a friend deliver a boat to Manzanillo. About halfway down Baja, Tom began to suffer from severe stomach pains. When they pulled into little Asuncion Bay, there was an RN on another boat. She didn't feel qualified to make a diagnosis, nor did the doctor they made SSB contact with at San Francisco's General Hospital.

A dinghy was sent to shore to get a doctor, and one actually came out to the boat. But when he arrived, Tom's pain had subsided. Nonetheless, he was issued antibiotics and pain medication. The doctor suspected that Tom might have a small infection or be passing a small kidney stone.

The following night the pain returned, but the dinghy had already been stored on the boat. Luckily Tom was able to hail a *panga* that took him to shore and whose operator showed him the way to the clinic. There a doctor examined him by penlight because the town's generator had shut down long before. After spending the day sleeping with an IV, Tom left that night for the boat. After feeling better for most of the night and day, the pain again returned.

Trying to communicate meaningfully

via a Spanish dictionary was difficult. It was finally decided Tom should go to Guerrero Negro — about 130 miles of very bad road away — to have X-rays. Captain Harold Trivitt went out into the street in front of the clinic and started asking people if they would drive Tom to Guerrero Negro. The first person wanted \$235. The next person wanted \$150. Finally they were able to strike a deal with a fellow named Juan.

Tom says he knew Juan was the right man for the job when he pulled up in a red Trans-Am. It had a cooler in the back that was filled with beer and orange juice. "The orange juice is for you," Juan told Tom. The unpaved road to Guerrero Negro was so bumpy and dusty that Juan stopped every 20 miles to check the tires and look under the hood. He missed the rear-view mirror, and it fell off.

Once in Guerrero Negro, Juan took charge to see that Tom got in the hospital and saw a doctor. Tom says the doctors and staff were great, but that the x-ray equipment he'd come so far to use was broken. The next closest x-ray machine was in Ensenada, eight tortuous hours away by bus. Tom decided he might as well come all the way back to the States. The ride to Tijuana was the worst in his life: there was standing room only, and both the head and heater were out of order.

Arriving in Tijuana, Tom hailed a taxi for a ride to the border. As the taxi pulled out of the depot, it was broadsided by another car. Fortunately nobody was hurt. At the border Tom came so close to being hit by a car that shot by that it left

him shaking.

Finally back in the friendly confines of Hollister, Tom was poked, prodded and x-rayed. The verdict: kidney stones. Once they were taken care of, Tom, with the help of ham operator Art Lee, was able to make contact with **Windwalker**, rejoin the boat in Cabo, and make the rest of the trip to Manzanillo. Tom wants to thank everyone that came to his rescue.

Chuck Taylor is puzzled. "Your Mexico articles suggest La Paz for Thanksgiving and Cabo for Christmas. Since Cabo is first on the way from Southern California, why not Thanksgiving in Cabo and Christmas in La Paz?" A good question with a simple answer. If you hustle right along and do it our way — Thanksgiving in La Paz and Christmas in Cabo — you're likely to have warm and pleasant weather the whole time. If, however, you wait until mid-December to head up to La Paz, chances are much greater that you'll get nailed by a nasty Norther and have a polar Christmas. It all depends on whether you're a masochist or a hedonist — or if masochism is part of your hedonism.

Bob and Pat De Hann of San Rafael and **Suenos** have a tip: "Cruisers visiting Isla Isabella, on the way from Cabo to Puerto Vallarta, should go ashore and contact the park ranger for a wonderful tour of the island national park. With thousands of nesting frigates, boobies, other birds and marine iguanas, a guided tour is well worth a visit. Unfortunately, budget restraints prevent any publicity about the guided tours — and sometimes result in no rangers being available."

If any of you are still interested in receiving the information and form necessary to get a five-year Mexican Import Permit for your boat, send a SASE to "Permit", Box 1678, Sausalito, CA 94965. When you get the form, ignore the name "Nick" scrawled in the lower left hand corner. All it means is that our five-year old son couldn't find his own piece of paper to write on. The information and form (in Spanish) were provided by Peter & Diane Halfery of the motor vessel *Eagles's Song*. So far we've sent 11 of them out to interested readers.

As we go to press, we understand that already two boats headed back from Mexico to the States have gone ashore. Remember, stay awake and stay offshore!



# CLASSY CLASSIFIEDS

- Personal ads: 1-40 words: \$20 / 40-80 words: \$40 / 80-120 words: \$60.  
(Personal property you are selling; help wanted)
- Business ads: \$35 for 40 words maximum  
(Service(s) or business you are selling; charters; 1 boat per broker)
- Ads taken through the mail or in person only  
(Sorry, no ads accepted over the telephone)
- Money must accompany ad. No Classified billing.  
(Check, cash, or Money Order; No credit cards.)
- Latitude 38 — Classy Classified Dept.
- P.O. Box 1678, Sausalito, CA 94966
- Street address: 15 Locust, Mill Valley, CA 94941
- \$3.00 for postage & handling for individual issues requested. No tear sheets.

**Deadline:**  
**18th of month**  
**prior to publication**

Sorry, but due to a tight deadline,  
we cannot accept changes or cancellations after submitting ad.

THE FOLLOWING IS A COMBINED LISTING  
OF CLASSIFIED ADS  
FROM LATITUDE 38 AND LATITUDE 34.

In the future, please note all  
Classy Classifieds are to be sent to  
**Latitude 38; Rates and address**  
listed above.

## DINGHIES, LIFERAFTS AND ROWBOATS

**14-FT NEW YORK WHITEHALL.** Built by Gordon Nash, 1984. Complete with trailer, cover, 2 pr oars and sliding seat. Fresh water rowed. \$2,000. (415) 332-7269.

**8-FT MONTGOMERY SAILING DINGHY.** Excellent condition. New sails. \$500. (408) 281-1805.

**LASER.** Excellent condition. Tri-colored sail. \$1,000. Trailer \$200 extra. (209) 723-7888, Merced, CA.

**FATTY KNEES.** 7-ft sailing/rowing dinghy. Hull #40. Much used, but in good shape. \$600. (408) 258-9045 or (415) 244-9237.

**LASER ROWING SHELL.** Fast, sturdy, stable. Updated rigging & hardware. \$600 incl. oars. (415) 428-1228.

**EL TORO.** Sails, all equipment except mast. Good condition. \$300 — Or sell me a mast! Call Ann at 332-5866 days.

**ZODIAC MK-1 INFLATABLE.** 11 1/2-ft. Will carry 5 & take up to 25 hp. Like new, used 3 times. \$1,200. (415) 855-1818.

**SUNFISH SAILBOAT.** Almost brand new (used only twice). Includes boom bag, Little Launcher wheels and rack for car-top transporting the boat. \$1,095. (415) 595-4368.

## 24 FEET AND UNDER

**J-24.** Good condition. 10 bags of sails, trailer, o/b, porta-potti, recently tuned rig. \$8,000. Tom (415) 925-2154 days or (415) 381-9018 eves.

**DRASCOMBE SCAFFIE.** Double-ended cruising dinghy, like new condition. 14-ft. 9 in. LOA, 460 lb disp, Tanbark lug sail, Seagull engine, EZ Loader galvanized trailer, Bruce anchor and many extras. \$3,800. (415) 866-8804.

**RANGER 23.** Fully race and cruise equipped, excellent condition. Must see — must sell. \$9,500. (916) 777-5615.

**CAL 20.** Excellent condition, #1732. 1985 6 hp Johnson Sailmaster with alternator. North main and class jib. New North 150 genoa and 90 jib. New lights. Rigged for Bay sailing. Fortman berth. \$4,750. Mike (415) 347-6752.

**ERICSON 23.** Hand laid F/G sloop. Recent bottom paint and survey. 6 hp o/b, jenny, storm jib, DF, head, galley, sleeps 4. Great Bay/Delta sailboat. Excellent condition. Sacramento at \$4,500 or b/o. Scott (415) 665-9666 or (415) 684-0347.

**FLICKA 24, 1982.** Beautiful, sound pocket cruiser with bronze ports, 20 hp dsl, VHF, knotlog, DS, sextant, Bruce, CQR, 1/4" chain, like new sails & gennaker, custom galley w/ oven. New EZ Loader trailer, Achilles w/ outboard. \$35,000. (707) 762-7038.

**CAL 20.** Great cond. Trailer, 8 hp Mariner o/b, porta-potti, 2 North sails, bow pulpit, almost new bottom paint, orig owner, lots of little extras. Easy to sail, great Bay/lake boat. Only \$4,600. Spinnaker & gear avail also \$600. Berthed Jack London Sq. D: (415) 935-9622; E: (415) 838-0588, Dick.

**J-24, 1981.** White with waterline stripe. Excellent condition, equipped for racing, 8 sails, Johnson 6 hp o/b, compass, trailer, located on San Francisco Bay. Call (617) 868-1004.

**COLUMBIA 24.** Well maintained, new rigging, two jibs, nicely finished interior, reliable o/b motor w/low hours, sturdy Bay boat. \$6,500. (415) 456-3495 h or (415) 459-1400 w.

**J-24.** Good condition. Many extras including motor, trailer, self-tailing winches, depth & knot meters, porta-potti. West Coast built. \$8,900. Call (415) 244-7258 weekdays or (408) 749-0274 anytime.

**SANTANA 22, 1967.** #158. New Yamaha 4, 2 jibs (90 & 124) & main w/jiffy reef, all sails recent. Inboard sheeting, 4 winches, spinnaker, lifelines, all white, clean, race or cruise. \$5,250. 563-0105.

**20-FT O'DAY MARINER, 1971.** 3 sails incl genoa, good condition, low maintenance, new rudder. Bottom painted Nov 1988. Berkeley berth. Ready to sail! \$1,500. Call Jim (415) 524-6996.

**J-24.** Start with a winner "Frick-n-Frack", trailer, o/b, porta-potti, new cushions, tons of sails and gear, good condition, ready to race. \$9,500. (415) 453-8489 or (415) 284-5468.

**MUST SELL! 1964 CAL 20.** Completely outfitted and ready to sail. Needs aesthetics. It's gotta go! \$1,500. Michelle 637-9266, John 929-7451 or Betty 861-3840.

**23-FT ROB ROY YAWL, 1987.** Loaded with extras, including: AP, 7.5 Honda, knotlog, depth, VHF, stereo, marine head, stove, 5 sails. Has shoal draft and tabernacle mast. Great for weekends or day sails. Classic Ted Brewer design. \$16,000 or b/o. (213) 597-1029.

**J-24, 1979.** Many extras — Ready to race. \$7,500 or offer. Call Dan Irwin at 1 (209) 432-4774 days.

**20-FT CLIPPER CLASS SLOOP.** Classic Bay day sailer with trailer and new Ericson aluminum spar. Hull sound but needs TLC. \$850. Call Marc (415) 886-8905 eves.

**MacGREGOR 22-FT, 1982.** Swing keel, trailer, sleeps five, 7 1/2 hp o/b, anchor, porta-potti and much more equipment. Like new, Vallejo Municipal berth. Call evenings for demo. \$3,800 firm. (707) 745-8879.

**CAL 20.** New paint top & bottom, trailer, o/b 4 hp Mariner longshaft, full cover, anchor & line, cabin cushions, all one year old. 3 main, one new, 4 jibs, new 160% keel rebanded with new keel bolts. \$4,000 or b/o. (408) 476-3831 or 475-5608.

**FLICKA OWNERS:** Want to buy or rent a trailer for a Flicka. Appreciate any ideas or information. Russ at (408) 971-1759.

MARINE SURVEYOR

APPRAISER

**JACK MACKINNON**

Call Anytime (415) 276-4351

**NOR-CAL COMPASS ADJUSTING**

Magneut<sup>TM</sup> System Exclusively

1. Boat Remains in Berth

2. Owner's Presence Not Necessary

3. Eliminate Deviation.

Dick Loomis

(415) 453-3923 days or eves.



**BOAT LETTERING**

Beautiful, long lasting & reasonable priced.  
Call for our convenient order form.  
**(415) 430-2899**



**DOUG SHOTTON**

**MARINE SURVEYOR**

P. O. Box 2257 San Francisco, CA 94126

(415)

931-4384



**BEAR 23-FT.** Hull #19. Classic wooden sloop in excellent condition. Boat cover, Evinrude 5 hp with warranty. \$4,900. Call (415) 243-0201.

**RANGER 22-FT.** Classic design, spinnaker and inventory of sails, depth gauge, 4 hp o/b, VHF, battery charger. Needs some work. \$4,950. Call 4-9 p.m. 352-2949 or 351-2714.

**WINDWARD 24 FULL KEEL SLOOP.** Sleeps four, sails, Johnson o/b, new bottom paint, Redwood City berth. \$5,400. (408) 298-9553.

**24-FT FARR.** Head, galley, sleeps 5, excellent condition, new 155% & 110%, spinnaker, o/b, Micron bottom, etc. \$6,500. (916) 955-8996.

**YANKEE DOLPHIN 24-FT.** Well-equipped & in excellent condition, new UK sails, 1988 Johnson 8 hp w/alt, VHF, all new Harken hardware, new varnish, bottom paint, teak interior, head, alcohol stove, sleeps four, great pocket cruiser. Many extras. \$11,000. (415) 933-2344.

**20-FT FLICKA.** Factory completed, lots of options in '82-83. 5 hp o/b motor. Very good condition. *Must sell* - looking at larger boat. Best offer over \$15,500. Serious inquiries only. Evenings (707) 448-1147.~

**SANTANA 22, 1967.** 2 jibs, spinnaker, new mast, all lines to cockpit, 4 winches, 3.5 hp o/b, compass, ladder + extras. Good condition. \$4,200 firm. Call eves for demo: (415) 986-2098 or (408) 476-0780.

**J-24, 1979.** Four bags sails w/reefing incl colorful spinnaker. New o/b, new battery, lights, porta-potti, Berkeley berth. Exciting Bay sailing. Trailer included. \$8,000. Call (415) 578-8897.

**FREEDOM 21, 1982.** Fast, fun and easy to sail. Original owner. Excellent condition. Full interior, sleeps 4, porta-potti, Johnson 7.5 hp o/b. Motivated seller asking \$8,200 or b/o. Call Jim at (415) 359-8528.

**CHAMPION ISLANDER BAHAMAS (2).** 24-ft. Choose the one you want. \$6,000 for one, \$5,000 for the other. Both loaded with great hardware and sails. One nearly new Evinrude 6 hp, Mylar main, 110 jibs, 150 jibs & spinnaker. For more information and demo sail call Sandi at 648-5530.

**AQUARIUS 23.** Trailer, 7.5 Honda with battery charger, VHF, stereo, marine head, main and 3 jibs, 12 volt electrical system, pulpits and lifelines, jiffy reefing, fathometer with printer. \$3,400. Call Bill 873-4898 or 697-5520.

**SANTANA SAILORS!** Join the Santana 22 One Design Association for op racing, cruising and social activities. One of the largest and most active One Design fleets on the Bay! Boat owners and non-boat owners, call for information. (707) 938-4116.

**S2 6.8, 22-FT.** 2 coats bottom paint 9/88. Trailer, radio, head, 15 gal water storage. Listed at 3050 lbs., Sausalito berth. \$11,000. (415) 332-8784.

**VENTURA 21.** Great swing keel sloop for Bay, Delta or lakes. Complete with 6 hp engine, 3 sails, traller with extender, head, sleeps 2 to 4. \$2,600. Call (415) 525-3037 or (707) 938-4116.

**PACIFIC SEACRAFT, DANA 24-FT.** 3 yrs old. Many extras. CNG stove, 110 v wiring, extra battery and water tank, h/c pressure water, head, shower, VHF radio, 3 sails, sloop rigged, self-tailing winches, knot/depth meter, custom interior. See to appreciate. (916) 788-1777 or (702) 323-8160.~

**24.7-FT O'DAY 240.** 8 hp Evinrude o/b, roller furling, jiffy reef, compass, VHF, DF, wing keel, trailer. Located Oyster Point, Pier 4, Slip 36. \$20,000. Tess (408) 496-6400 9-5, Rob, (415) 796-7421 9 pm-11 pm.

**'68 COL 22-FT SLOOP.** Three brand new sails, running rigging needs work, 1.5 hp Sea-gull. \$1,995 firm. (415) 236-1512.

**CAL 20.** \$4,000. A-W, D-G, knot, close hauled ind. Running lights, anchor light, sleeps 4, compass, 110-12 volt, AM/FM stereo cassette, VHF radio + alot more. Two boats - Must sell. Vallejo berth. Call John, msg (415) 235-3416.

**1982 SPRINTA SPORT, 23-FT** Racer/Cruiser w/galvanized E-Z Loader trailer. Six sails including spinnaker, accommodations for four. Light, fast & comfortable. Must sell now! \$5,800. Ray 845-7671 or 841-6672.

**J-24.** Four sails, spinnaker gear. New 5 hp o/b. Well maintained, presently in charter. \$10,000 or offer. (415) 474-1225, leave msg.

**O'DAY 23, 1972.** 3 1980 Pineapple sails and more. Porta-potti \* propane stove. Roomier than a Catalina 22. 3,100 lb., k/cb 1,300 lb, 245 sq ft., draft 2' to 5' 5". Great Bay boat. Trailerable. (415) 792-5905. \$5,000.

**SANTANA 22, 1967.** 1 year lease, \$150/month, \$450/deposit, June '89-90, Including Berkeley downwind berth (paid). Good condition, 4 sails. Or purchase at \$4,200. Telephone: (415) 526-7032.

**1981 MOORE 24.** Trailer, o/b, digital knotmeter, 150, 120, 100 Mylar, dual compass. Great condition. Well loved but little used. \$10,800. 462-8961.

**INTERNATIONAL FJ CLASS SLOOP, 13' 3".** Seat model, good family boat, self-rescuing, fast, large local racing fleet. Wood mast and boom. Good for lakes and estuary. With trailer. Very ood condition. \$775 or b/o. (415) 562-4012.

**SANTANA 22, 1974 #665.** Custom deck layout with lots of quality hardware. In excellent condition, ready to race or cruise. Must see to appreciate. Asking \$6,500. Call (415) 947-1970.

**J-24, 1978.** Full set racing and cruising sails, spinnakers, fairer bottom and keel, sail comp digital compass, speedometer, etc. \$8,500 or b/o. Pat 435-3723.

**1977 RANGER 23.** \$8,500. Nice condition. Race equipped with almost new main, working jib and spinnaker. Low hours on Honda 5 hp o/b. Leaving Bay Area and must sell. (415) 364-7221 home or (415) 354-1626 work.

**RANGER 23, 1975.** Fully equipped, race rigging, very clean and well maintained. One of the best. Brickyard side tie. Asking \$8,950. (415) 526-4607.

**ISLANDER BAHAMA 24-FT, '68.** 3 sails w/reefs, VHF, 6 hp, o/b, s/s bow & stern pulpits, head, galley, anchor. \$4,000 or b/o. (916) 929-9283, leave msg.

**CAL 20.** Great Bay boat. Well maintained. Never raced. 5 hp Evinrude, main, jib, new cushions, very clean. \$3,000 or b/o. Phone: (415) 672-1654.

**RANGER 22.** 2 mains, 5 jibs, spinnaker, 6 hp Johnson o/b. Loaded! Many extras! Richmond berth. \$4,000. (415) 663-1500 eves.

**ERICSON 23.** I'm forced to sell my great little boat. She has a 6.5 hp Johnson o/b L/S 3 headsails, VHF radio, sleeps 4, ice box, sink, head, anchors. Berkeley berth. \$5,000 or b/o. Scott 459-1173 days or 472-0639 eves.

**1981 MARTIN 242.** 10 sails Incl Mylar main, tape drive genoa, Mylar chute. Digital DS & KM, log, stereo. New Micron bottom, 4 hp Evinrude, Tandem axle trailer. *Fast!* PHRF 138, eats Moore's & J's for breakfast! \$9,500. Will deliver to S.F. (206) 547-8702.

**O'DAY 19, 1980.** High quality, agile, well cared for. Safe, ballasted - centerboarder can race, handle shoals, Bay winds. Sleeps 2 in cabin. Huge, useable cockpit. 2 jibs, main, 5 hp o/b, trailer. \$3,900. (415) 428-1228.

**COLUMBIA CHALLENGER 24-FT 4".** Better than new. Too much upgrade to list. Large cockpit for six. Terrific Bay boat. Active S.F. fleet. Sausalito berth. Must sell. \$5,500. W: (415) 453-8700 or H: (415) 456-6915.

**FALMOUTH CUTTER 22-FT, LOA 30-FT.** Lyle Hess Max-Mini world cruiser. Spinnaker, dsl, propane, AP, furling, head, VHF, RDF, depth, knot, Danforth, CQR. Excellent condition. \$32,500. (714) 682-4941.

**COLUMBIA CHALLENGER** with S.F. Marine Green berth. Excellent condition. Well equipped - Ready to race or cruise. 2 boat owner. \$4,000 or b/o. (415) 941-1682.

**MOORE 24.** Fresh water boat, excellent condition, trailer, o/b, many sails and extras. Now near Santa Cruz 4U2C. \$10,000. Call (408) 623-2532.

**RANGER 23, 1974.** Very well equipped for Bay and Delta cruising. Tabernacle mast (for getting under low bridges!) No blisters ever. July survey 1/89. Superb condition. \$9,800. (415) 851-7804.

**RANGER 23, 1972.** New main/jib. Good bottom, many sails/spin, Tabernacle mast. No wrecks. \$7,500 /offer, 453-4339.

**VENTURE 24.** 2 yr old Honda 10 hp w/ generator, depth & KM, lifelines, 7 bags sails, 2 spinnakers, Halyards lead to cockpit. Good trailer. \$5,500. (916) 687-6333.

**WEST WIGHT POTTER 15 MARK 2 #1233.** Cockpit rails, 2 hp Suzuki o/b, Dilly tilt trailer, VHF, mast head light, AM/FM stereo cass., interior light, electric bilge pump. Reef points, good sails. Lots of extras. Excellent condition. Call (415) 359-6138.

**RANGER 23.** Great boat! Great deal! Assume loan - No down payment. Let's talk! Phone: 435-5640, leave msg.

**J-24 SAILORS!** Love the thrills and quick response of a J-24? Just a little tired of the porta-potti and no hdm, the engine that takes a thousand pulls and crowding when you have three people? Try a custom 31-ft C&C racer - not the cabined cruising type, but a fully flush deck beauty with Volvo Penta dsl, rod rigging and 14 bags of sails! Dinghy performance with room to race and cruise in comfort and style - all for the price of a J-24. \$18,000 or b/o. Call Don at 524-8740 anytime.

## 25 TO 31 FEET

**ISLANDER 28.** Diesel 1982. Mint condition, excellent Bay boat. Furling jib, VHF, auto bilge pump, jiffy reefing, auto battery charger, Lewmar winches. \$29,750. Call Joel (415) 939-4242 or (415) 672-6586.

**ISLANDER 29.** Excellent full keel cruiser recently upgraded with Yanmar dsl. Good condition with DS, KM, VHF, 5 sails. Recent survey. Lies Berkeley. Asking \$12,995. Call (415) 235-0371.

**ALBERG 30 (Custom).** Whitby built. F/G. Excellent condition. New electronics (knot/log, wind, depth, VHF, circuitbreaker) and wiring; Imron topsides (white) 1984, 6 winches, 9 sails, 180, 150 (2), 110, 80 (new), spinnaker, reacher, two mains (old), fresh interior (paint, teak, countertops, uphols, new galley), rebuilt ('85) Greymarine 25 hp, hauled annually, freshwater boat until '86. Won Chicago-Mac in class '68 & '72. 2nd Plastic Classic '88. Berth K31 Marina Village YH. Race ready cruising! \$27,000. Call 865-4845.

**"OFFERS ACCEPTED".** '81 Niagra 35-ft. New rigging, excellent sails. Loaded with all the right stuff. Large head, galley & refrig. A dream to sail. Best boat in Bay. Liveaboard. Eves (415) 828-4880 - Two boat owner.

**LANCER 30 MKII, 1978.** Fully equipped, good condition. Yanmar dsl, main, jib, genoa, spinnaker, wheel steering, autohelm, VHF, KM, DS, stereo, h/c pressure water, new rigging, all teak interior. Many extras. \$28,000. Call Paul (415) 830-1353 eves or 866-7266 days.

**SAN JUAN 28.** Fast & comfortable roomy cruiser, i/b 4 w/low hours, VHF, DS, compass, 120% & 150% jibs, 6 winches, spinnaker pole. Very pretty. \$18,300. 383-0132.~



**NEW OLSON 34**  
with North Sail package, \$59,995  
(plus tax, license & options)  
(916) 891-8736

ONE  
LEFT AT  
'88 PRICE



**NEW CATALINA 25**  
Super wing keel design  
Sailaway \$16,995  
(plus tax, license & options)  
(916) 891-8736

IMPROVED  
DESIGN &  
TRAILERABLE

### BRITWORKS YACHT MAINTENANCE

Expert quality wood care. Varnish. Refinishing. Decks. Compound. Wax. Painting. Caulking. Cleaning. Lettering. Repairs. Maintenance Programs. Serving the Bay Area 14 years. References. Fast, Reasonable. Work Guaranteed (415) 454-3441

### SANTA BARBARA CHANNEL ISLANDS

California's Galapagos. Experience this exceptional cruising area. Intimate local knowledge. Fast, comfortable Santana 37. Excellent sails, reliable diesel, interesting library, good music, food and company. Brochure. Capt. Peter Crane, ASA Instr. 1817 De La Vina, Santa Barbara, CA 93101 (805) 569-0403



**MERIDIAN 26-FT SLOOP.** Crealock design, 1969. Displacement 6,000 lbs, draft 4-ft, VHF, Danforth, compass, depth, 15 hp, head, stove, ice box, slps 5. Benicia Marina. \$6,000 or b/o or trade up 30-ft. (916) 823-5670.

**EXCALIBUR 26-FT SLOOP, 1978.** Excellent condition. Recent haul out. 20 hp Suzuki, teak interior, VHF, DF. Ocean or Bay cruiser. Call 591-8050.

**CUSTOM MacGREGOR, 26-FT, 1988.** Trailer, Evinrude 8 hp, new rudder, stainless gas tank, shore power, solo mounted winches. Better and safer than new '88 or '89. \$8,500 firm. Call Chris from 7 am-3:30 pm weekdays at (415) 822-8800.

**ERICSON 29-FT.** Compliment of sails including spinnaker, Atomic 4, VHF, depth, knot, stereo, cockpit cushions, ladder, 2 Danforth anchors, cockpit awning, full galley, sleeps 6. 1972. Excellent condition, professionally maintained. \$19,500. (415) 479-0852 after 6 p.m.

**ERICSON 30, 1968.** Recently installed rebuilt dsl. Fully Tabernacled with electric winch. Loran C, DS, stove with oven, sleeps to 6. One year slip available, Santa Cruz Harbor. 6+ hdm. Comfortable liveaboard - Solid cruiser. \$28,500. Evenings (408) 462-5907.

**CATALINA 27, 1985.** Excellent condition. 14 hp Universal dsl. 110 jib and 150 genoa. Tiller pilot. DS, KM, VHF radio. Fully galley, marine head w/macerator. Slip located in Sausalito. \$22,950. (415) 229-1728.

**26-FT S-2 SLOOP.** Very clean. Center cockpit with 30-ft Marina Green (S.F.) berth. Full keel with North sails and spars. Wheel steering, dsl power, Nav station, 6' 1" hdm. Recent survey. \$22,000. 564-3425 msg.

**CAPE DORY MOTORSAILER, 30-FT, 1988.** As new Westerbeke dsl 46 hp, 150 hrs. Roller furling main, club jib, genoa set-up. VHF, radar, Signets MarPak, dinghy, other extras. See Benicia. \$83,500. Stuart (707) 745-3978 eves or (415) 841-6699 days.

**25-FT W.O. SHOCK 25.** Hull #51. Just painted, new rudder fittings, in dry storage in Santa Cruz. \$2,000 or b/o. Must sell ASAP. Steve (408) 479-1637.

**EXPRESS 27, #67, "HUMMER II".** Perfect condition. 11 bags incl new Mylar/Kevlar main & 155. New Evinrude 4 hp. Single axle trailer. VHF, knot/log, solar charger. \$27,750. (209) 485-5353 wk or (209) 431-4945 home.

**RANGER 26, 1974.** Great looking and sailing Mull design. Excellent condition with New LPU hull and spars, 4 sails plus spinnaker, Honda, DS, KM and shore power. Much new. Ex-freshwater boat. \$11,200 or b/o. Also fiberglass pram \$125. (415) 558-8683.

**CATALINA 27, 1978.** Clean & in great condition. Atomic 4 i/b, VHF, stereo, equalizer, KM, main, jib, genoa, painted mast, Tabernacle, anchor, shore power, 2 burner stove, marine head, sleeps 5. Comes w/Santa Cruz Harbor sublease. \$15,000. Kurt (408) 426-3233.

**BODEGA 30 FULL KEEL F/G SLOOP.** 3 sails. Keel-stepped mast, 2 cyl Volvo dsl, VHF, DS, KM, stereo, Shipmate stove/oven, heater. Sleeps six. 32-ft Coyote Pt berth. Good looking, easily handled cruiser. \$24,000 or ? (415) 344-3495 eves.

**26-FT INTERNATIONAL FOLKBOAT.** Great Bay and Ocean boat. Swedish built F/G in 1972 with factory installed Volvo MKI, 10 hp dsl, North sails, KM, DS, dodger. Coyote Point berth included. \$14,000. (415) 348-7779.

**CAL 27.** Former National Fleet Champion. Always in fresh water. 9.5 Evinrude motor, 5 sails, VHF, stereo, many spares and extras. Original owner asking \$11,850. Contact Art Mowry H: (209) 862-2058; W: (209) 862-3644.

**1967 PEARSON ARIEL SAILBOAT.** 26-ft. Good condition. Hauled and refinished bottom and topside. New sail cover, self-furling jib, 8 sails, 4 winches, active racing class, winner 1978. Sausalito berth. Good Bay boat. Great value at \$6,950. (415) 765-7310 bus. (Norm) or (415) 435-3797.

**MERIT 25 "XANADU", 1984.** Excellent condition, very clean and well maintained. Epoxy bottoms with Micron 33, full North sail inventory, o/b motor, trailer. \$15,000. Call Bill Glass at (702) 588-2724 days; (916) 577-2525 eves.

**29-FT CRUISING SHARPIE, 1984.** Cat yawl, free-standing masts, tanned sails. Prototype of Phil Bolger's Skillygalee design. 9.9 hp Johnson, awning, stereo, fully equipped. 16" draft, beachable, ideal Bay and Delta gunkholer. \$15,400. (415) 674-9518.

**YAMAHA 30 80/81.** Yanmar dsl, 3 sails, VHF, KM. \$31,000. 686-4576.

**OLSON 30-FT.** Must sell "Francis Who?", \$20,950, twice winner of Singlehanded Transpac, to make room for our new Newland 368 "Francis Who? Two". Call Frank Dinsmore (916) 962-3669 work, (916) 961-5944 home.

**28 COLUMBIA SLOOP.** 3 sails, Atomic, i/b. Recent bottom paint. Great Bay, family boat. Sleeps 4+, dinette, toilet, sink, 110 volt shore power. Needs painting & brightening. Priced at \$9,200. See at Berkeley Marina O-004. Stan (415) 964-7915.

**OFFERS ACCEPTED.** Beautiful C&C 26. 5 sails, 2 like new, diesel, nice galley, standing headroom, lots of storage, fast pocket cruiser. Large head. Liveaboard? Call evenings (415) 828-4880. Epoxy bottom. 2 boat owner.

**25-FT NORTHSTAR 500. "Raccoon Ruby",** Replacement value \$39,000 - Asking \$9,800. Race or cruise. Atomic 4 i/b. Bought new boat, must sell old. Call Dan (415) 388-0990.

**ENGLISH BUILT 25-FT SLOOP, 1968.** Full keel, F/G, dsl, log, AP, furling jib, new sails, VHF, RDF, 5-ft 6 in hdm, sleeps 4, head, galley. Well equipped ocean veteran, strongly built for the North Sea. \$8,700. George (415) 527-5538.

**30-FT SLOOP.** Built in Holland by "Tripp". Heavy construction, F/G. Atomic 4 engine, roller jib (150%), roller reef, 6 sets of sails, DS, AP, direction finder, full keel, bottom new paint, sleeps 4. Fast, easy single handled. \$12,000. 1 (408) 722-3611, Pete Andersen.

**CHEOY LEE 25.** F/G hull, teak deck and cabin. Solid boat in need of TLC. \$8,500 or trade for Mendocino land. Located in Monterey - Will deliver to S.F. (408) 671-1348 evenings.

**CORONADO 30.** Heavy new spars, rigged for single handling. Jiffy reefing, VHF, depth, speed, compass, wheel, 4 sails incl spinnaker, new bottom, Palmer engine. Perfect Bay boat. Moved, must sell \$16,800. (707) 994-2332 or (209) 836-5947.

**ALBERG'S METISSE, 30-FT SLOOP.** A family cruiser built to last. Safe, sturdy and comfortable. Easily handles by one or two people. Teak cabin, fiberglass hull. NEW Yanmar dsl engine. Well equipped. Berth 200 Richmond Marina Bay. A great boat. (415) 841-6962.

**J-29.** Ready to race. Proven performer, excellent condition. 10 sails incl Kevlar/Myar. New 8 hp o/b. Good deal at \$25,000. Would consider partner. (415) 328-2408.

**CHEOY LEE BERMUDA 30 KETCH.** Beautiful, strong, seakindly. Full keeled, F/G hull, 6 sails, dodger, generous ground tackle, holding plate refrigeration (engine & 110V), AP, VHF, VDO sumlog, DS, new bottom. Set up for single handling. Good Mexico boat. \$22,000. (415) 322-6439.

**CATALINA 27, 1972.** Outboard w/cockpit controls, customized liveaboard interior, chomping at the docklines for the Spring sailing season. Asking \$11,500. (415) 763-0564.

**SOVEREIGN 30, 1984.** Cutter rig, 3 solar panels, BBQ, propane stove/oven, refrig, battery charger, 60 gal water tank, lots of storage, clean liveaboard, extensive man-overboard equip, etc. \$37,000. Call Mark for more details. (415) 391-6331.

**NEWPORT 30 MKII, 1981.** Coyote Pt. berth, 4 sails, VHF, KM, depth, WS/DR, Universal dsl, CNG, just hauled, exceptional. \$34,000 or b/o. Call owner at (415) 592-1857 or (415) 857-2091.

**30-FT WILLARD, 1975.** Vega Trawler, F/G, Perkins dsl 50 hp. Fully galley, custom interior, teak cabinets, sleeps 4, wood stove, carpeting, head, AP, DS, deck washdown, electric windlass, oil changer, battery charger, two 8D batteries, many extras!! \$25,500. (415) 456-1891.

**COLUMBIA CHALLENGER.** Choose from two. 3 time National Champion. Full complement of North sails, recently purchased. Loaded. \$5,950. First time buyer. Full compliment of sails. \$3,500. Pat (209) 523-3582 or John (209) 473-3144.

**LANCER 25, 1978 SAILBOAT.** Sleeps 5, has galley, self-contained head, 2 anchors, new 10 hp Honda o/b. Recently hauled, in Delta slip. Includes E-Z Loader trailer. Asking \$8,000. Call George (415) 367-9300 days or (415) 366-3051 eves.

**C&C 27, 1974.** Smart sailer in well kept shape. Diesel i/b, new cushions. A bargain at \$13,500 firm. Call Donald (408) 867-3156.

**CATALINA 27, 1985.** 90% jib, 120% genoa, pedestal steering, Universal 14 hp dsl, fresh water cooled, Datamarine depth, knot log, digital marine radio, full galley, marine head w/macerator, dual batteries, many extras. Boat is immaculate w/only 150 hrs. \$22,500. (415) 672-0940.

**30-FT SAILBOAT HULL.** Cold molded with bulkheads, hull faired ready for paint. Performance cruising design. My building is coming down - Must move - Help! \$3,600 is 1/3 replacement cost. (415) 332-7269.

**ERICSON 27, 1976.** Atomic 4, Richmond berth, 90, 120, 150, RDF, DS, KM, VHF, Electra-San, wheel, 8/88 2 coats epoxy and bottom paint, many extras. Excellent cruising boat. Great condition. \$18,750. Call (707) 539-5870.

**HUNTER 31, 1986.** Ideal single hander, live-aboard. Hot/cold pressure water, shower, stove/oven, heater, charger, refrigeration, dsl, roller reefing, furling, anchors, line chain, all covered. expoxied when new. Asking \$44,900. Price reduced \$1,000/mo until sold. (415) 986-3079 msg.

**ERICSON 29, 1978.** Excellent condition! Yanmar dsl, wheel steering. Beautiful teak interior with extra rear quarter berth. New: stereo/cass with inside & outside speakers, sail covers, compass, thruhulls & bottom paint. Stove, head w/shower, VHF, DS, RDF, knot/log, twok anchors, good sail inventory with multi-colored spinnaker, whisker and much more. Must sell. \$22,500. Call Brian W: (415) 937-5433 or H: (415) 253-1258.

## FERRARI BOATWRIGHT SERVICES

All marine woodwork.  
Full shop and mobile services.  
Dry Rot, Planking, Spars, Interiors Designed & Built.  
453-5051

## BOAT NAMES

by  
*Pintail*

GRAPHICS 415 • 332 • 4710



## WESTSAIL OWNERS ASSOCIATION

offers Bi-Monthly Newsletter, \$15 for 1989 Westsails For Sale List, \$15  
Join the fun at Regional Rendezvous — Established 1980  
Contact George Bachman  
P.O. Box 112, St. Mary's City, MD 20686

## CRUISING SEAS BOAT DELIVERY SERVICE

for West Coast, Alaska, Mexico, S.F. Bay and California Delta deliveries  
by USCG licensed captain and experienced crew.  
Call Capt. Duke Combs. (707) 746-7190.



## DOUG RUMRILL MARINE SERVICES

Serving the East Bay for 10 years

Electrical/Mechanical Installation & Repair  
Commissioning Rates

865-8302

## LEARN COASTAL/OFFSHORE CRUISING SKILLS

among Santa Barbara's challenging Channel Islands! Unique opportunity to join instructors John & Randi Sanger - couple who've sailed 40,000 mi together - for a 3, 4 or 5-day personalized cruise aboard their 40-ft Valiant cutter, *Grebe*. 11th season. Brochure and schedule:  
EDUCATIONAL CRUISING, P.O. Box 780, Santa Barbara, CA 93102 (805) 967-4700



**ERICSON 27.** Clean, well-maintained yacht. One year berth of Santa Cruz. 2 jibs, main, spinnaker, new bottom paint, batteries, 110 shore power, stereo, depthometer, alcohol stove, anchor, chain, rope. Asking \$13,750. Best offer will take. (415) 967-6327.

**CATALINA 27.** Has only a few hours on a new engine. New rigging and main. Loaded with extras, AP, roller furling and more! Must sell to believe how clean it is. \$15,000 or b/o. Call Kirk at (415) 349-4676.

**CATALINA 25, 1983** and Tandem axle trailer. Blue/gray deck, 150, 110, storm sail. Like new 10 hp elect start o.b. Morro Bay slip and Avila Bay Mooring avail. All "My Dreams" for \$13,900 or b/o. (805) 434-2372.

**ERICSON 27.** Yanmar, wheel, deluxe teak, new covers, bottom epoxy, North sails, very clean. \$20,000. Days: (415) 423-5288 after 6 p.m. or (415) 634-3938.

**CATALINA 25, 1982.** Tall rig, VHF, 9.9 Honda, depth, knot, pop-top, trailer, 3 jibs, 2 anchors, other extras. Excellent condition. \$14,100. (916) 891-4704.

**1981 CATALINA 30.** Good looks - Good equipment. Wheel, VHF, stereo, h/c pressure water, etc. Good value at \$24,500. Call (408) 225-2712.

**OLSON 30.** Original owner boat with eight bags of sails, Johnson 4 hp o/b, VHF, KM, compass, RDF, Barient winches, ground tackle and covers. *Very clean!* \$18,500 or b/o. (415) 523-4485.

**RAWSON 30.** Full keel sloop. Small cash down and take over payments. New IMRON paint, Impulse digital DS, Aries windvane, boom brake, Autohelm AP, refrigerator, VHF, SSB receiver, 110V converter, 7 sails, dual headstays, all lines aft, sleeps 7, needs engine work. Great voyager! Will consider small trailerable in lieu of cash. After 6 pm call (415) 398-2019.

**RANGER 26.** Mariner, Hull 1971, Rigging & spars 1981. Jiffy reefing, new Nissan 8 hp o/b, electric starter, cockpit controls, VHF, KM, Autohelm, DS, compass, extra sails. Reduced to \$8,900. (415) 388-6685.

**U2-25, 1983.** Like new, located at Clearlake. Fixed, deep keel. 15 hp OMC Saildrive. Enclosed head, galley, teak & holly sole, sleeps 5. Roller furling, compass, KM & DS. Great Bay or Lake boat. \$11,950/offer. Call (415) 635-2567.

**CAL 28, 1968.** One owner, good condition. Highlights: Atomic 4, V-Drive, Barient #22 winches, 5 sails, dodger, aluminum spreaders, 2 anchors, VHF radio, bilge pump, other extras. Recent bottom paint, new headstay. \$12,000 or b/o. Call (415) 494-3256.

**NEWPORT 30 - PHASE II, 1976.** 12 hp dsl, VHF radio, shore power and phone, instruments, CNG stove. Comes with 7 sails including two spinnakers. Great condition. I'm moving and must sell \$28,000. Weekdays (415) 973-5282.

**MERIDIAN 26.** Great Bay sailing in this full keel, F/G pocket cruiser. Good condition, well equipped including: o/b, compass, electrical, extra sails. Heartbreak to sell. Sausalito berth. \$8,000 or b/o. Call after 5:00 or leave message at (415) 323-3151.

**27-FT FIBERGLASS KETCH.** 1967 Privateer built by Kenner, designed by Gilmer. Volvo 10 hp, fresh water flesh, all new rigging, self-tending jib, full galley, cover, s/s radio, shore phone, depth gauge, 2 compasses, 3 anchors, 5 sails, 50 gal water tank, 20 oil, C.G. inspected, sleeps 5 and 3 children, 2 life preservers, guard rail, pulpit, boarding ladder, double cockpit. The most beautiful full-hulled sea going yacht in the Bay, needs someone to love her traditional lines and history. Monterey bow. \$16,500 or b/o. 23-23 Coyote Point. 348-3427 or 344-0431.

**CLASSIC 30-FT TAHITI KETCH.** Professionally built, surveyed and insured - dsl engine. Cruise the world or liveaboard. *Must sell!* \$17,000/offers. (415) 845-9149.

**26-FT BALBOA w/trailer.** 1974 Lyle Hess design. Good condition. 3 sails, 9.9 Johnson o/b, 2 burner alcohol stove, porta-potti, hard chime dinghy & more. Sleeps 5. \$7,500 or b/o. (408) 423-6529 or (408) 429-1056.

**NEWPORT 30 II-T, 1977.** Top condition with custom teak cockpit, wheel, full cruising gear including Avon dinghy, self-tending jib, VHF, compass, DS, KM, fore & aft anchors, 4 sails, refrigeration, cockpit cushions & much more. Berthed Alameda. \$33,000. (415) 493-4619.

**COLUMBIA 26 MKII.** Strong, stiff, fiberglass Bay cruiser. Large cabin, sleeps 5. Stove, enclosed head with sink, porta-potti, cockpit cushions. Spinnaker, 4 jibs, 2 anchors, heavy rigging, 6 winches, lifelines, new traveler. Upwind Berkeley berth. \$4,650. Call Bob at (415) 526-2522.

**30-FT HIGH PERFORMANCE CRUISER.** Very clean. Double spreader rig, Yanmar dsl, VHF, depth and Autohelm 1000. Beautifully trimmed in teak and Brunzeel interior. Small class racing from Santa Cruz berth. \$26,500. (408) 338-4859.

**1983 HUNTER 30.** Yanmar dsl, depth & speed, refrigeration and new bottom paint. Very fast boat at a quick sale price of \$28,500. Call (916) 966-6473 eves or see at Dock 18, Spinnaker Way, Marina Bay, Richmond any weekend.

**NEWPORT 30 MK III SLOOP, 1985.** Universal dsl, 3 sails, club jib, VHF, KM, compass, depth, wind speed/direction. Excellent Bay cruiser with extras. \$35,500/offer. By owner. (415) 941-1172.

**30-FT YANKEE ONE-DESIGN** Sloop Herreshoff-Stone built. Mahog/oak. Excellent condition. Cockpit seats 6 on teak park benches, full compliment of sails, roller furler jib, 3/4 cover. A racing classic that a real sailor can appreciate! \$14,000. (415) 949-4229 eves.

**HUNTER 31, 1983.** Excellent condition. Main, genoa, 2 jibs, KM, DS, wind inst, RDF, many more extras. 13 hp dsl. \$38,000. Call (707) 823-9669.

**COLUMBIA 26 MK III, 1970.** Halyards led aft, spin, main, jib, Honda 10 hp w/alternator, refrigeration, VHF, DS, compass, a/c wired, marine head and/or porta-potti, stereo, cockpit cushions, 2 anchors, 2 fuel tanks, boarding ladder, tiller extension, kero lamp. \$7,600 or b/o. Call 332-7521.

**CAL 25.** Very good condition. Full sails, Berkeley berth, o/b, built-in head. New LPU topsides, VHF radio, compass. Free haulout with sale. Priced to sell at \$3,750. Call (415) 528-5533 - 5529.

**26-FT FRISCO FLYER SLOOP MK III.** Aluminum spars, Volvo dsl, F/G hull, teak decks, fathometer. Beautifully maintained with new bottom job. Ready to sail away. Motivated seller asks \$10,000 or b/o. Located Berkeley Marina M224 or leave message (415) 524-1131.

**OLSON 30.** 2 spinnakers, three new jibs, VHF, equipped for racing, 6 hp o/b, new LPU paint. \$18,500 or b/o. Call Maria 865-5961 or 444-3188 ext. 213.

**OLSON 30, 1983.** Join the S.F. Bay One-Design Fleet. Low down and easy monthly payments upon A.O.C. Excellent condition and loaded with equipment for racing or cruising. Buying larger boat! Days: (415) 932-2900 ext 225 or eves: (415) 284-1537.

**ISLANDER 30, 1974.** Clean, beautiful teak interior. Lots of sails. Engine needs work, otherwise in great shape. Only \$17,500. Leave msg (408) 662-2334.

**LANCER 30 SLOOP, 1981.** Roller furling jib, pedestal steering, i/b Yanmar, KM, DS, VHF-FM, pressurized water. Excellent condition, low mileage. We want to sell this boat! Call Mark at (408) 432-1940.

**26-FT CUSTOM INTERNATIONAL** Folkboat. A serious ocean voyager, built and equipped to yacht standards. Five page equipment list includes monitor vane, SatNav, desalinator, five headsails. Ready to cruise. Call (415) 865-4306.

**CATALINA 27, 1980.** Diesel, full race, 2 spd winches, VHF, stereo, DS speedo, head w/ holding tank, cockpit cushions, two batt, class champ. all lines aft. Excellent condition. \$17,000 or b/o. (415) 567-0788. Original owner, TLC.

**HERRESHOFF H-28 KETCH.** Documented. *Sacrifice* - Bought larger boat. All teak, no rot. Go anywhere, affordable cruising. Priced well under survey at \$9,950. Call for equipment and details. (415) 381-0334, eves 237-3771.

**COLUMBIA 26 MK II.** Great buy. New since we bought: \$1,400 sails, \$1,400 Seagull, \$2,000 prof paint. KM, DS, slips 5, enc. head. Stiff, dry, excellent Bay boat. Over \$13,000 invested. Sausalito berth. \$7,400 or b/o. (916) 428-2311.

**ISLANDER 28 CRUISER/RACER,** outstanding condition, 6 bags sails, DS, KM, compass, VHF, Volvo dsl, folding prop, all lines led aft, 8 Barients, stove, head, sleeps 6, standing hdrm, 110 AC, race rigged. See to appreciate. \$23,500. 571-1092 evenings.

**YAMAHA 25-II, 1978.** Excellent condition, reliable, clean. Inboard dsl, stove, 5+ sails including spinnaker, fully equip with VHF, DS, KT, cushions to sleep 5 (crowded), many extras, highest quality, dean Bay cruiser and casual racer. \$15,500. See at Emeryville. Call George at (415) 772-6004 or 525-1935.

**CAL 25, 1966.** Good condition. 6 hp Johnson Saildrive o/b, Oakland berth. \$3,000 or b/o. Call 342-8484 after 5 p.m.

**OLSON 25, 1986.** Impeccably maintained, better than new racer/cruiser. Most equipment is upgraded to owners exacting standards - Many sails, #28 Barlow ST primaries, Datamarine knot/log, 8 hp Suzuki, etc. Extremely competitive under IMS or cruise the Delta fast. \$23,000. (415) 223-1116.

**CATALINA 25, 1979.** Very clean. Full keel, pop-top & cover, sleeps 5, VHF, DS, compass, main, 110%, 150%, spinnaker + gear, 2 spd winches, Honda 7.5 hp o/b, lots of extra gear. Must sell due to illness. Asking \$11,900. (707) 252-1287.

**COLUMBIA 26, MK I, 1963.** Atomic 4, new main, great for local cruising or liveaboard. \$11,500. Janet 865-5471 or 465-3392 msg.

**ISLANDER 28, 1978.** Wheel, 4 cyl, gas. Exc condition. Teak interior, Emeryville berth. Priced to sell at \$24,500. Call 254-1301 or 254-7270.

**SANTANA 30/30 GP, 1983.** Excellend condition. Volvo dsl, Signet 1000/2000, Loran, AP, more. Great racer/cruiser. Must sell. \$35,000 or b/o. (619) 546-8217.

## 90' BERTH FOR SALE

Heart of SF Waterfront and Financial District.  
Secure Marina, Parking and Restaurants nearby.  
Call Rod at 882-2487

## BOAT LETTERING • WOODCARVING

PETER KAHL

*signs*



- Painting & Refinishing
- Gel Coat/Blister Repair
- Fiberglass Repair & Fabrication
- Marine Wiring

### THE JOURNEYMEN

• Complete Mobile Shop •  
The comprehensive yacht  
service at a substantial savings  
(415) 461-5487

- Prop and Shaft Work
- Mechanical Repairs
- Interior Design & Repair
- Maintenance Contracts

## BAREBOAT ALASKA

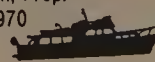
Sail the Fjords and wilderness of Southeast Alaska

Alberg 30 \$850.00/week, \$150/day

WALTZING BEAR SAIL CHARTERS

4600 Halibut Point Rd., Sitka, AK 99835, (907) 747-3608 after 7:00 p.m.

Lon Woodrum, Prop.  
(415) 332-5970



## WOODRUM MARINE

Competent

Specializing in interior and exterior alterations and repairs.  
Custom designing and construction in wood or fiberglass.

25 years experience  
Marine Carpentry

Dependable

## THE FIRST SAILING SCHOOL EXCLUSIVELY FOR NON-SMOKERS

5-day San Juan Islands hands-on instructional cruise.

Cruising certification available.

Wine with dinner, homemade desserts, Starbuck's coffee.

SAILCRAFT, 2419 S.W. 146, Seattle, WA 98166

(206) 244-5797



**FOR LESS THAN \$300 PER MONTH**, you can own this high quality, one-off, 30-ft Palmer Johnson masthead sloop. Built to sail the world's oceans, this is truly and exceptional and unique vessel. Loaded and offered at \$31,500. Call (408) 289-9751 (eves or msg).

**H-28.** Winner of Lyle Galloway Trophy. Cruised equipped (i.e., extensive ground tackle, Autohelm 2000, 2-spd self-tailing winches, rail dodger) Re-rigged from keel bolts to mast head. Full boat cover. \$20,000. Call evenings 331-2612.

**ERICSON 29.** Very clean Bay/Delta/Coastal cruiser/liveaboard. Shore power, 110 refrigeration, hot water. VHF, DS, KM, AM/FM. Bow/stern anchors. Blue Acralan covers/dodger. Custom woodwork. All lines led aft. Very roomy, sleeps 4-6. \$19,342 (negotiable). (415) 332-0218.

**COLUMBIA 26 MKII.** Excellent Bay sailer. Slps 5. Two-burner stove. New 7 1/2 hp o/b. Has compass, VHF radio, lifelines, etc. \$7,500. Sail into downwind Berkeley berth. Call (415) 284-7547.

**C&C 30, 1979.** 4 sails, Yanmar dsl, Barient, wheel, Instruments, press water, RDF, VHF, alcohol stove/oven and more! \$34,000. (415) 521-7775.

**CATALINA 27-FT, 1971.** Roller furling w/ 130% Sobstad sail, radio telephone, Datamarine DF, marine head, dinette, new cushions, carpeting on sole, sail cover, anchors, etc. Outboard, 1984, Evinrude, 15 hp electric start w/generator, charger. \$90 Marina berth. \$9,000 or b/o. (415) 453-1843.

**1975 BUCCANEER - 27-FT SLOOP.** Excellent condition, shoal keel, galv Tandem trailer, 4-6 berths, sep shower, head, full cover, 15 hp i/b, 3 bags sails, main, jib & 150 genoa with cover, Farnet jib furling, AP, self-tailing winches. Oakland berth. \$15,000. John (415) 937-4190.

**26-FT COLUMBIA MARK I, 1963.** Ready for cruising, excellent shape. 25# plover, windlass, gallows, dodger, bronze port lights, VHF, i/b dsl, 11 hp, new paint, mast, deck, remodeled inter. \$18,000. (714) 661-7353, Bob.

**CHEOY LEE OFFSHORE 27, 1972.** Excellent condition, original owner, Mexico veteran, new Volvo dsl, shaft, prop, expanded HD-electrical, roller furling, 6 sails, cutter rig, boom gallows, dodger, weather cloths, suncovers, Monitor, AP, nav equipment, spare parts, etc. \$19,000. (415) 726-0312.

**NEWPORT 28 II, 1985.** Sobstad sails, club jib, 2 cyl dsl, wheel, epoxy bottom, DF, Autohelm, VHF, compass, comfortable interior with many amenities, well-maintained. Arthritis forces sale of this fast and sturdy boat. \$26,000 by owner. (707) 745-8627.

**26-FT MARIEHOLM** International Folkboat. Main, jib & genoa, 9.9 Evinrude, VHF, DS, KL, clock, barometer, Origo stove, Danforth anchor, sail covers & dodger, recent epoxied bottom. Excellent condition. Upwind Berkeley berth. \$11,000. (916) 966-4228.

**READY FOR CATALINA, CAL 29, MORA** Long Distance Races Veteran. New oversize rigging. 95, 110, 130, 150 Mylar, 2 mains, new spinnaker, Loran RDF, depth, VHF, 2 Autohelms, wind-point, close hauled, anemometer, KM, log, Avon 4-man, custom cover. \$25,000. (415) 892-9798.

**CAL 2-27, 1976.** Competitive One-Design Class racer. Micron bottom, folding prop, spinnaker, etc. All lines lead aft for short handed sailing. VHF, DS, KM. Good shape. \$18,000. (415) 654-8082.

**CLIPPER MARINE 30.** Sleeps 6, head, galley, new bottom, new 150 genoa, VHF, depth, elect start Yamaha & more. Ready to sail. Reduced to sell - \$7,500 firm. Humboldt Bay (707) 445-1766 eves.

**26-FT F/G SLOOP.** Full keel, dsl, roller reefing, 200' 5/16" chain, 22S anchor, electric windlass, Loran, VHF, RDF, DS, EPIRB, Autohelm, dodger, dinghy with o/b, spare parts, 3 axle trailer. Extensively cruised Canada & Alaska. \$15,000 firm. (702) 463-4366.

**RANGER 29.** Fast, dry, easy to handle (lines led aft), Bay racer/cruiser. 5 sails and full spinnaker gear. Recently replaced Atomic 4. Overall in good cond. \$16,500, Nick wklys: (415) 723-7526, eves: (415) 367-7822.

**RANGER 26.** \$10,400 or b/o. Good condition with fresh bottom. Rigged for single handed sailing for racing or cruising in Bay. VHF, DS, digital KM, spinnaker, dual compasses, 10 hp o/b w/generator. Call Larry (415) 784-7046 or (415) 881-5560 eves.

**MacGREGOR 25.** 1984 9.9 hp Evinrude, compass, CB, Loch Lomond berth. Ready to go - Great condition. Great price, \$5,900. Days: (415) 924-8398, nights 924-4261.

**26-FT THUNDERBIRD SLOOP.** \$1,000 cash. Basically ok, needs some work. Sails \$200. Good Evinrude 6 hp \$300. All for \$1,250. (415) 868-2909 morns & eves.

**COLUMBIA 30, 1973.** Excellent condition. Palmer 27 hp gas, 3 jibs & spinnaker, VHF, knot, depth, stereo, new interior, Sausalito berth. \$16,000. (916) 920-1276.

**CHUCK BURNS BODEGA 30.** Custom offshore cruising auxiliary cutter. Two South Pacific ventures. Much proven equipment and much new, including main and roller reefing genoa. Provision and go, seriously. \$42,000. Berth 72, Pelican Harbour, Sausalito. Call Chris at 626-1000 or 332-7710.

**COLUMBIA 28.** Very clean, 110 & 135 jibs, 16 hp Volvo dsl, two anchors, dual batteries, shore power, self-contained head, galley, compass, VHF, depth, knots, full cushions, life rail, sleeps 6, many extras, roomy, Sausalito sleep. Photo & equip list available. \$12,500. (415) 459-8066.

**CATALINA 27, 1978.** 150, 125, main with double jiffy reef, spinnaker. All gauges and instruments. 30 hp i/b. Very clean - Very well maintained. New bottom paint. Ideal Bay/Delta cruiser. \$13,500. Call for complete inventory. (415) 925-3208 or (415) 971-2597 eves.

**26-FT PACIFIC CLIPPER.** Classic Cheoy Lee wooden boat. Excellent condition, varnished hull, enw Yanmar dsl. Main, jib, genoa, spinnaker, radio, dinghy, Sausalito berth. A beautiful, unique sailboat that sails as well as it looks. \$12,500 or b/o. (415) 364-8350.

**"PADDY WEST", 1937 SEABIRD YAWL.** Master Mariner veteran. \$10,000. Diesel i/b, many extras. A cozy, stable, Bay sailer for two. Owners of 17 years have purchased a larger vessel. This is a genuine S.F. Bay classic. Call (415) 634-0559.

**CATALINA 27, 1971.** Well equipped IB/G, dodger, AP, VHF, DS, 3 jibs, club jib, much more. \$12,500. Weekdays after 5:30 (415) 757-5667.

**COLUMBIA MKII, 26-FT.** Very clean. Six sails, VHF radio, new compass, DS, shore charger, 9.9 Evinrude, two anchors, custom woodwork, fulfills Coast Guard safety equipment list, San Francisco berth. Asking \$10,500. Call eves/wknd (415) 387-3507.

**ETCHELLS 22.** Ready to race, winning history. Latest sails, trailer, many extras. \$10,900 cash or owner will finance with \$3,950 down & \$200/mo. (415) 548-4159 or (415) 547-0685.

**BRISTOL 27.** Alberg design. A fast, full keel F/G cruising sloop. VHF, AP, fath, club jib, Taylor dsl, heater, 25 hp Graymarine i/b. Excellent condition. \$12,500 including 16-ft rowing dinghy. (415) 654-2621.

**CAPE DORY 25, 1979.** Full keel, brass port-holes, teak cabin, o/b, DF, VHF. \$14,500. (415) 620-2830 or 461-0510.

**WHAT A DEAL!!** We're selling our Atkins design Eric Jr., a 26-ft cutter rigged double ender and we're considering all reasonable offers. Built 1936, fir on oak, super solid construction. Yanmar dsl. Our baby is due in May, so we're ready to sell! John 731-7854.

**MARINER 31 F/G CRUISING KETCH.** Historic 1st Woman TransPac crossing. Recent renovations. New decks, tanks, interior, roller furl, Perkins 4-107, excellent liveaboard. \$28,950 or b/o. (415) 236-8345.

**31-FT RACER - FULLY LOADED** with 14 bags sails, rod rigging, Volvo dsl, epoxy bottom job and more. C&C factory built quality - but flush decks and race/performance cruise layout. \$18,000 or b/o. Call Don at 524-8740 anytime.

**CATALINA 30.** Excellent condition, roller furling, new dodger, tiller with Autohelm, depth, VH-FM. Alameda upwind berth, 1981. \$28,000 or b/o. Leave a message at (415) 843-7978.

**YANKEE 30.** Lots of sails, rebuilt Atomic 4, new VHF, new bottom paint, Headfoil 2, hyd backstay. Great condition. 2 boat owner needs to sell \$20,000 or b/o. (415) 284-9094.

## 32 TO 39 FEET

**CORONADO 35-FT, 1972.** Aft cabin sloop. Dsl, DS, KM/log, VHF, 4 Hood sails, extra fuel/water tanks, stereo, microwave. Recent survey/haul-out. Reduced for quick sale. \$30,500. (916) 741-2244.

**SANTANA 35.** Minx. Fully equipped, new UK main, 155% genoa, daisy (15 bags), Volvo Penta, 8 Barient winches, Micrologic Loran, VHF, Sony stereo & more. Excellent racer/cruiser w/solid performance record. \$46,900. Contact: Shelley (415) 383-2162.

**ISLANDER 36.** Loaded! Best rigged Islander on the Bay for racing or cruising. Mexico vet! Perkins 4-107 dsl, stainless steel winches, Margas propane, on-demand hot water. You must see this Islander! Reduced to \$59,500. (415) 331-9004.

**ISLANDER 36, 1972.** 12 bags, 82 dsl, Rfg, CNG, VHF, Autohelm, new rigging and wiring, new spar/deck paint, new canvas, much more. Marina Del Rey slip. A beautiful sailboat. Owner moving. \$38,500. Al (213) 337-0883.

**FORMOSA 35.** Traditional Clipper Bow Ketch. Midship cockpit, heavy duty F/G hull, new aluminum spars & rigging, Volvo dsl, teak decks & trim, large main cabin, spacious aft cabin, pressure wtr, wtr heater, shower, stove/oven, stereo, low hrs. \$34,000. (408) 377-8988.

**CHEOY LEE ROBB 35, 1963.** Teak. \$52,500. Immaculate condition throughout. Ready for cruising. Westerbeke engine (50 hp). Avon Inflatable with o/b. Aries windvane. Recently hauled (March). Bottom and top sides newly painted. Call Christine. Days: (818) 843-3485 or eves (818) 848-2131.

**COLUMBIA 5.5, 1963.** Fiberglass, Merc o/b, 3 mains, 2 jibs, spinnaker. Excellent condition. A beautiful example of this rare racer. \$8,000 or b/o. (415) 439-3548, leave msg.

## SAUSALITO BERTHS

Low Rates, Convenient

Parking, 24-ft to 36-ft

MARINA PLAZA HARBOR

332-3802

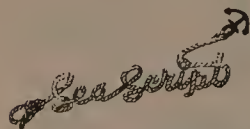
## BOAT GRAPHICS WITH PERSONALITY!

In pressure sensitive adhesive vinyl/mylar.

From the simplest to the most elaborate we do it your way!

And you can afford it.

SeaScript (415) 651-7326.



## MARINE INSPECTION BUREAU OF CALIFORNIA

Capt. A.A. Mikalow, Surveyor - Member C.A.M.S.

Serving entire Bay Area and Delta Area

Delta, weekends: (415) 634-2608

S.F. Bay, weekdays: (415) 532-5097

320 - 29th Ave., Oakland, CA 94601

## MARINE SURVEYOR

Robert A. Viel, Member National Assoc. of Marine Surveyors.

Approved by all banks and marine companies.

Serving the entire Bay Area and Delta. Wood, Fiberglass and Steel.

Delta: (916) 776-1094; Bay Area: (415) 420-9450.



## ARCHIE McFAUL - COMPASS ADJUSTER

Compass adjusting services for any vessel with a compass. Deviations checked and compensated by Sun Azimuths. Over 25 years serving the yachting and shipping industry, Navy & Coast Guard vessels

Day (415) 439-5658

Night (415) 432-4203

## CASCADE SAILYACHTS

42' 36' 29' 27' and Dinghy

Ocean Cruisers. Hull and top or completed to any stage.

All hand laid woven fiberglass materials. Also marine engines.

Brochure. Cascade Yachts, Inc., 7030 NE 42nd, Portland, OR 97218 (503) 287-5794



**HUNTER 34.** Great wknd-Delta cruiser, club racer. Liveaboard amenities, h/c, water shower, AM/FM tape stereo, stove/oven. Sleeps 7, dsl, Martec, race gear, headfoil, new splnn, 110. Oversized winches, VHF, DS, KM, Loran. Upgraded keel/rudder, new bottom 3/89. \$48,500 or b/o. Eves (415) 924-6014.

**ISLANDER 32-FT SLOOP, 1979.** Excellent condition, dsl, only 150 hrs, wheel, compass, VHF, knot, depth, head, shower, lull galley, hot/cold pressure water, dodger, sail covers, club jib & new 110 jib, mahogany interior, 6' 4" hdrm. \$39,500. (707) 643-3862.

**BRISTOL 35.5 F/G RACER/CRUISER.** \$55,500 or trade equity (\$25K) for exotic car. Swept stem, fin keel, roller furl jib, jiffy reel main, gennaker. Dsl, 110 gal h/c pressure water, king-size forward stateroom, light mahogany interior. Complete electronics, amenities. (916) 451-7680.

**CRUISE SEA OF CORTEZ - 1967 32-ft** Cruising Islander, located San Carlos full service Marina, Mexico. 5 sails, VHF, DS, Ham radio, RDF, CB, AP, ground tackle, Yanmar dsl, trailer. \$20,000. (602) 721-8395.

**LANDFALL 39-FT CUTTER.** Looking for a comfortable roomy liveaboard. Lots of storage space, inside steering, h/c water, teak interior, bright & sunny. 60 hp Isuzu engine, well maintained perfect for cruising & serious sailing. \$71,000. Eves (408) 988-1173 or days (415) 659-9128.

**CUSTOM 32-FT CUTTER** with experience cruising Alaska to Tahiti and the many great places I'm between. Always a dry berth in this fully equipped F/G Atkins double ender. Call for details, equipment list and appointment. \$49,000. (707) 226-8838.

**PEARSON 32, MOTIVATED SELLER.** Sleek '82 Bill Shaw design. Fast racer/cruiser. Well maintained. New sails, new transmission, new toilet, non-blister bottom, stereo, VHF, surveys well, beautiful Sausalito berth, tax advantages, documented. \$46,000. (415) 883-0782.

**36-FT SEAWITCH KETCH, 1962.** All teak classic, in great condition. Recent over-haul on masts, shaft and strut. Excellent interior. It is a beautiful yacht. \$54,000. (619) 295-3705.

**FAIR WEATHER MARINER 39.** Offshore performance. Don't buy a brand new FWM 39... call me instead. Why? Save thousands! My year-old, unused (new) dealer demo is for sale for much less than a factory-new boat. How much less? 30 thousand less! I'm motivated! Robert Perry design. Coyote Point slip. She's loaded - Call for equipment list. Trade-in possible to \$25,000. Will consider Bay Area real estate trade. This boat compares to Tamaya, Hans Christian, Passport, etc. Call Bill: (415) 424-0447 or 321-0982.

**ISLANDER 36.** New rigging, new main & spinnaker, new dsl. Asking \$40,000 or b/o. Call Gene at (209) 948-9185 or (209) 952-7976.

**WESTSAIL 32.** Let this sturdy, proven, ocean cruising cutter be your "refuge" around the world. Good cruising inventory, built 1980. I will accept your reasonable offer. Leave your name and tel phone # with my telephone ex. (707) 648-5126.

**HINCKLEY PILOT 35, 1966.** Fiberglass sloop. Atoms steering vane, 13 sails by Hood, Banks, Elvstrom, AP, Perkins 4-107 dsl, B&G Instruments, RDF, Barent winches, Proctor spars, dodger, heater, dink with o/b, In Sausalito. \$34,500. Call (415) 567-8880 or (415) 459-3913.

**EXTRAORDINARILY FINE YACHT** at extraordinarily low price. 35.5 Bristol '82. \$55,000. Call Judy at (408) 286-5363.

**ERICSON CRUISING 36** Cutter rig. Gracelul traditional lines. Excellent condition, F/G construction, all wood interior, roller furling. Custom rigged main with all lines in cockpit, easy to single hand. Very seaworthy and comfortable. Fully loaded. \$65,000. (312) 664-7114.

**LYING GREECE, 36-FT JOUET** Motorsailer, '83, dual control, 2 double cabins, 50 hp Perkins, furling, AP, fridge, Loran, MPS, in perfect condition, complete cruising gear down to the blankets & cutlery. \$75,000. (805) 773-5622.

**UNION 32, 1984 CUTTER.** 4 sails, Volvo dsl, Margas propane stove, windlass, Norcolder refrig, Signet 1000 & 1500 located Emery Cove Marina slip C-19. Asking \$54,000. (702) 882-1420.

**YAMAHA 36, 1981 SLOOP.** Excellent quality & workmanship throughout. Sleeps 7, teak interior. Loaded. Sails & electronics, rod rigging, hydraulics, Yar-mar dsl. Sails like a dream. S.F. berth included. Call eves (415) 922-1941.

**ANGLEMAN 34-FT CLASSIC KETCH.** Wood, custom built in Japan 1968. Bristol, 7 sails, Albin dsl, VHF, AP, DP, KM, hailer compass, dinghy, bimini & full boat covers. Appraisal \$100,000. Asking \$38,500. (415) 254-0524.

**38-FT FARALLON CLIPPER.** Designed and built by Stephens to best standards, 1961. Honduras mahogany over oak keel and frames. Immaculate condition. Very fast. Loaded with extras. Very able in all conditions. Ready to go anywhere. A steal at \$27,500. (415) 363-4260 days.

**33-FT SPAULDING SLOOP.** One of 6 made by Myron Spaulding. New Ballenger mast and boom, has sails, radio, DF, Atomic 4 engine. Boat sound, needs some work. Must sell - \$12,000. Randy (408) 479-9257 evenings or Tom (408) 423-2740 days.

**33-FT F/G SLOOP.** Custom built Islander hull. Three sails, Volvo dsl, head, galley, heater and more. Located Redwood City. \$15,500 or b/o. Call (415) 329-1940.

**32-FT COLUMBIA SABER** and custom built trailer. Both need work. Will consider trades or \$4,500. Steve, (408) 435-5878.

**1988 35-FT ULTRALIGHT.** Classic lines, professional cold molded wood construction. Basic boat, no extras. Rates 90 PHRF. See picture Feb. Issue *Sailing* pgs 66-67. Best offer by May. Don (916) 583-2263 or 525-6403.

**1982 TAYANA 37.** Great cruiser/liveaboard. Warm teak finish interior/exterior. Excellent condition. Refrigerator, LPG, stove/oven, dodger, spinnaker, electronics, extras. No serious offer refused. Call (415) 482-4512 or (206) 283-2936.

**1979 HANS CHRISTIAN 38, MKII.** Perfect liveaboard or cruiser. New custom cushions, recent bottom job. Refinished floors throughout interior. A steal at \$81,000 or b/o. 538-2454 eves/wknd, 276-6719 days.

**1987 CATALINA 34.** Like new. Diesel engine, roller luring jib, Martech propeller, DF, knot log, teak cockpit sole, whisker pole, cockpit cushions. \$52,500. Call Bill (415) 820-8926.

**CORONADO 35-FT, 1972.** Aft cabin sloop. Dsl, DS, KM/log, VHF, 4 Hood sails, extra fuel/water tanks, stereo, microwave. Recent survey/haul-out. Great liveaboard. Reduced for quick sale, \$33,500. (916) 741-2244.

**THE PERFECT 36.** Crealock designed Columbia 36. External lead, thick laminate, loaded with the best. Race/cruise/liveaboard. Owned by professional. \$50,000. 775-9050.

**CATALINA 38.** Swift and graceful sailing to weather, equally functional for high performance or cruising/liveaboard. This boat handles like a dream. Its lines are the envy of all. Well cared for, super shape. A bargain at \$56,000. (415) 969-3488.

**CASCADE 36 F/G SLOOP, 1973.** Sac. \$29,900. European vet. New dsl, LPG stove w/oven, VHF, DF, excel ground tackle, windlass, new genoa. A fast, fun cruiser. Sausalito berth. Partial trade for 30-ft + sailboat or ? Contact Joe (1415) 331-5016.

**34-FT MOTORSAILER, SLOOP,** cruiser/liveaboard, dsl, dual controls, refrigerator, shower, water heater, windlass, dinghy on Davits. Call owner at (415) 694-4177 or (415) 364-3262.

**34-FT YAWL "Tyche",** built by Barney Nichols in 1961. Plywood with mahogany cockpit and cabin. Surveyed in November, 1987. A stiff, comfortable boat for Bay or Ocean sailing. \$18,000. Call (415) 483-4642.

**COLUMBIA 36.** Fiberglass sloop with traditional lines and lots of custom wood, refrigerator, new cushions, 5 sails, dodger, rebuilt engine, AP, wheel steering, dinghy. Located in San Leandro. \$37,900 or b/o. 569-7346.

**LECOMTE 33-FT SLOOP.** Dsl, LP paint, AP, new main, many sails, CNG, full covers, fatho, ADF, many extras. \$35,000. (714) 598-3796.

**BUCCANEER 335.** F/G sloop from 1979. Used as liveaboard now. Rod rigging, internal Halyards, 2 spd Lewmars, North sails, killer stereo, 19" color TV, refrigerator, microwave, propane stove, alcohol oven, needs motor. \$25,000 or b/o. (415) 365-8977.

**APRODITE 101 - 33-FT. "Stormrider"** built by Bianca yachts in Denmark. Former H & J season champion and 2nd place for 1988 season in J Division - HDA. New North main. Called "one of the prettiest boats in the Bay". Features beautiful Danish workmanship, mahogany interior. Yanmar dsl, one owner, sink, stove, sleeps 5. Fabulous cruiser for Bay with self-tacking jib makes going up city front a breeze. \$27,950. Call 8:30-5:00 M-Fri (415) 944-8600, ask for Greg Warner.

**HUNTER 37, 1979.** Immaculately maintained. Excellent liveaboard with separate cabins/shower - refrigeration and cabin heater. Equipped by: Lewmar-Edson-Datamarine-loom-Danforth-Bruce and Yanmar 20 hp. Berthed at Bruno's Island. Asking \$54,000. (916) 456-9992.

**REDUCED - 1987 35-FT S2.** Cored-hull, race/cruiser, G&S design. \$140,000 replacement, \$118,000 invested, asking \$96,000 or b/o. Computer, VHF, Datalink, Loran, Volvo, roller furl, North, Micro, 3 pg inv. Luxury interior, teak, clean, equal to 40-ft condo. Exterior lair. Overbuilt and fast. (415) 235-9400.

**GRAND BANKS 32.** 50 year sailor changing to power. If you have a good wood GB for sale call (415) 435-3398.

**TAKE A LOOK LUCKY!** My loss is your gain. My beautiful, loaded Pearson 36 sloop is in perfect running condition now. All new parts on low mileage dsl motor just completed. 14 sails & Loran. Lots of electronics. This is a great boat for \$46,000 or b/o. 342-2777.

**38-FT STEEL CUSTOM-BUILT CUTTER.** (41-ft LOA). Built Sausalito 1978. Prettiest steel boat you will ever come across. 16,000# displacement. Oversized rigging, double forestays. Exc condition. LPU paint. Hydrovane windvane, Navico 4000 AP. New covers. Life-raft. Beautiful down below. Force 10 3-burner propane stove w/oven. Refrigeration, pressure water, nav station with Micrologic Loran, chronometer, weatherfax. Saab dsl in exc condition. SeaVac 60 amp alternator control. Asking \$84,900. Call (415) 757-0664 days or eves 779-0968.

## GREAT SALES LOCATION

in Southern Marin at freeway off-ramp.  
Room for 10 boats & office space - \$2,500/mo includes utilities.  
Call 332-2888

## WOODWORKING

Interior • Exterior  
Hull • Spars

12' Dinghies \$1,695  
Schooners

Sausalito

Steve Jones  
(415) 332-2500

## MARINE SURVEYOR

JOHN HALLANDER, P.E.

Serving all Bay and Delta Areas

- Sail and Power
  - Fiberglass, wood, metal
  - 40 years experience
  - Free phone consultation
  - No travel charge
  - 24-hr. service available
- Pt. Richmond (415) 237-8412

Bethel Island (415) 684-2698

## ION ELECTRONICS, FRIENDLY SERVICES

All electronics on board Service, Sale & Installation  
Call anytime for Free Estimate & Consulting  
The Best Electronic Service at Economy Rates  
Weekends Available Phone (415) 948-6730



## CAPT. HARRY G. BRAUN, P.E MARINE SURVEYOR

Appraiser Alameda  
(415) 522-1561



## SAILBOAT TRAILERS

Custom built to your boat 12'-50'. Custom design & engineering.  
Delivery to your boat & initial set up service available.

New 26'-30' fixed keel trailer tandem, hydraulic brakes, 7,000 G.V.W. \$3,500.  
MOUNTAIN MFG., INC. 1-800-535-2882



**33 SPAULDING. "Mia-Tane"**, built 1962, completely restored for cruising. 6' 4" hdm, 40 gals water & fuel. Double sink, propane stove, legal head. B&G depth/speed/log, radar, Autohelm 2000 w/vane, hailer, windlass, 300' BBB chain, 35 lb CQR, Danforth, Graymarine gas engine completely rebuilt, 2 8D batteries, 50 amp commercial charger, new rigging, 2 mains, 4 jibs, 2 chutes. LPU paint. More. See to appreciate. Surveyed at \$60,000 - Sacrifice \$27,500. (415) 475-7068.

**SANTANA 35. "Dream Machine"**. 1987 National Champion. Ultra prime 40-ft berth St. Francis. \$30,000 spent in '87 on new mast, rudder, keel, engine, sails, A1+ shape, recent survey. Must see & sail. Asking \$49,500. (415) 366-9211 or 854-3567.

**HUNTER 33, 1980 SLOOP**. Diesel, log, DS, VHF, wheel, ground tackle, nav station, galley, head w/shower, pressure water, 110V dock-side power for water heater. Functional cabin layout. \$29,950/offer. Leave message at (415) 937-5297.

**LANDFALL 39 PH CUTTER**. Ready to cruise/liveaboard. Three cabins sleep six, workshop, 5 sails, dsl stove, Avon canister, radar, Loran, AP, 2 DS, AWI, VHF, refrigeration, TDX, separate shower, inverter, teak interior/decks, 70 hp dsl, more. Asking \$72,000 or b/o. Call (707) 578-1004.

**1984 CATALINA 36** with Monterey slip or Santa Cruz sublet. Epoxy bottom, black anodized mast, covers, dodger, every liveaboard feature including telephone. VHF, DS, WD, WS. Cruising at its best. For information call evenings (408) 476-2039, (408) 479-9861. \$55,000 or b/o - trade??

**32-FT COLUMBIA 9.6**. Double-reef main, 110, 130, 150, spinnaker. Volvo dsl, sleeps 6, roomy 6-ft hdm, teak cabin, galley, pressure water, VHF, compass, knot, depth, electric/manual pumps, shore power. Book value \$34,000. Leaving Bay Area, asking \$25,000. Urgent! (415) 864-8535.~~

**INGRID 38 BLUE WATER KETCH, 1977**. Cruise/liveaboard. Aries vane, AP, Loran, good electronics, ground tackle, dinghy w/ Seagull, much more. Beautiful teak interior. Refrig/freezer, fireplace, new cushions. Very strong F/G hull (no blisters). Valued at \$120,000. Quick sale \$68,500. Eves (408) 251-2856.

**HALBERG-RASSY 35**. F/G, center cockpit sloop. Swedish built and rigged for ocean cruising. 75 hp Volvo, full dodger, furler, h/c, water, Espar heat. Excellent liveaboard. \$55,500. (415) 236-8345.

## 40 TO 50 FEET

**WE HAVE CUSTOMERS!!** Looking for good quality cruising boats 40-ft and over. Need listings. Phone Jill (415) 523-7474.

**BUY YOUR DREAM IN NEW ZEALAND'S** pristine waters. 47-ft of "Ketching" lovely lady. A vagabond worthy of the title. Cruised Delta to Mex to So Pac. Now in Whangarei waiting for U. Created for comfort then bristled. Lotsa teak, sails, s. steel, electronics. Call Russ in San Diego (619) 223-3454 or write: Crew c/o Box 1664, El Granada CA 94108 or N.Z. 011 64 89 33 702.

**CHEOY LEE OFFSHORE 50**. Excellent condition, fully equipped, 2 gens, SatNav, weather fax, AP, SSB, plus much more. Ready to cruise. \$165,000. (415) 865-5588.

**PETERSON 44-FT CUTTER**. Offshore cruiser & liveaboard. 2 staterooms, 2 heads. LPG stove & oven, 12 volt refrigeration. Radar, dodger, liferaft, EPIRB, dinghy, 80 hp dsl, 3 anchors and much more. \$110,000. Day or evening call (415) 521-4310.

**CHEOY LEE 40 MID-SHIP KETCH**. Luders design, 1977. Beautiful and spacious. Perkins 50 hp dsl. Perfect for cruising or liveaboard. 2 heads, 2 showers, 2 refrigerators, microwave, stereo, full galley, BBQ, teak interior and decks, dinghy on davits. Priced to sell at \$89,000. Call (415) 331-5509.

**ISLANDER FREEPORT 41**. Factory kit-boat in orig cradle. Ext teak trim, windows, sole, fuel/water tanks, through-hulls, hull/deck joint all completed. Chain plates, s/s cable, masts, plus more included. Asking \$27,000. Call (415) 524-2861 for inventory & more info.

**46-FT SEA STAR CUTTER**. This beautiful fully equipped 1984 wheelhouse sailboat is just perfect for the liveaboard or Ocean/Bay cruiser. It has Lehman-Ford dsl (85 hp), twin 115 gal fuel tanks, 300 gal water tanks, pressurized h/c water, two heads each w/showers, refrigeration, stove/oven, microwave, VHF, Loran, Autohelm, SR Mariner nav 5 stations in wheelhouse and cockpit, furling jib, etc., etc. Price to sell quickly at \$142,500. Call Steve at (408) 446-2941.

**45-FT KETCH. Desperate - Must Sell**. Steel hull & decks, teak/mahogany interior, mahogany trim exterior. Needs masts, rigging & sails. Great liveaboard, real potential. \$28,000 or b/o. Call, leave msg for Jay at (415) 282-3504.

**42-FT 1912 GAFF CUTTER**. Built in England. Pitchpine on oak. 2 1/2 circumnavigations under present owner (for 17 years - fifth since new!). Import duty paid. Perkins 4-108 dsl, hull, sails, rigging all excellent condition. VHF & RDF. Needs some cosmetics. \$20,000 firm. (415) 346-8004.

**NEWPORT 41-FT, C&C DESIGNED, F/G** sloop rig. Cruiser/liveaboard, full sail inventory/spinnaker, Westerbeke dsl, dsl heater, re-frig, 3 burner stove, oven, head, liferaft, folding/standard props, new Micron bottom, electric windlass, anchor and chain. Much loved boat! Must sell! \$59,500 or trade. (707) 448-2488.

**OUT ISLAND 41 KETCH**. Veteran Pacific traveler. Equipped for long range cruising. Excellent liveaboard. Rerigged 1984. Westerbeke dsl, 1000 miles range. Ham radio, SatNav, EPIRB, solar panel, refrigeration, self-steering, Avon liferaft, Dyer dinghy. Top condition. \$69,000. Call (808) 955-1639.

**C&C LANDFALL 48**. Pilothouse motorsailer is ready for M exico. This yacht provides all the comforts of home yet performs exceptionally. Electronics inventory includes radar, SatNav, Loran and SSB. Lots of ground tackle and complete sail inventory. The yacht is well maintained and ready to cruise. Call Jim (415) 521-9371 eves before 9:00 p.m.

**43-FT CHEOY LEE MOTORSAILER**. Cutter rig. 120 hp dsl. Many custom features; roller furling main & jib & club jib. Raytheon radar & alarm, VHF, SatNav, AP, Brooks & Gatehouse instruments. Holding plate refrigeration, CNG-gas. Great liveaboard. \$138,000. Call (415) 457-8731.

**41-FT RHODES BOUNTY II YAWL**. Strong and fast F/G world cruiser, pristine condition, custom interior, sea-going galley, 14 sails, AP, Aries windvane, DS, KM, sumlog, VHF, dinghy, excellent ground tackle. \$45,900. (805) 984-6561.

**40-FT VALIANT, HULL 4 (TILLER)**. Windvane, AP, cannister liferaft, custom hatches, full sail compliment, Loran, SatNav, SSB, VHF, RDF, DS's, EPIRB, wind indicator, refrigeration, Shipmate stove, etc., etc. \$110,000. Benjie Brown (809) 833-3300/2945, Box 99, Boqueron, PR, 00622, Caribbean delivery included.

**SEAWOLF 41**. Looking for a liveaboard vessel that is also an experienced blue water sailor? This classic Garden designed ketch has many upgrades; aluminum masts, 80 hp dsl, complete sail inventory incl two spinnakers and windvane steering. Full electronic package completes this true commitment to off-shore cruising. Bypass survey has changed our cruising plans. Competitively priced at \$65,000. Call (408) 779-0579 for data sheet & picture.

**CAL 48, NO. 24**. Performance cruising at its best. Newly refurbished since circumnavigation. Courtesy to brokers. (714) 497-1849.

**40-FT PERFORMANCE CRUISING SLOOP**. John Lidgard Yachts Ltd., Auckland, New Zealand, 1982. Cedar/Kevlar/S-glass (WEST), 6 oz. F/G skin. New Hulse rig, Micron bottom and LPU topsides 1986-86. Beautiful wood interior. Sleeps 6, dinette, galley, nav station. SSB, VHF, Loran, stereo, AP, B&G 190. 16 bags of sails. Yanmar dsl. Complete safety gear incl. EPIRB & 8-man liferaft. Superb New Zealand craftsmanship & quality throughout. Assume 11%, \$60,000 loan and sail away. (415) 421-0174.

**FREEPORT 41**. Great liveaboard or world cruise tomorrow. 190 gal fuel, 190 water, AP, liferaft, self-tailing winches, radar, 45# CQR w/ 350-ft chain, SatNav, 2 pgs of inventory. Mexico vet. \$91,000. Call (408) 252-7691 for information pkg, will consider trade.

**40-FT GARDEN KETCH**. Honduras mahog. Built in Japan - Far East shipyard, 1965. 8 headsails, twin forestays, 85 hp Perkins. New: pumps, refrigeration, KM, DF, VHF, dsl tank, elec/man head, Plath elec windlass, s.s. stove & shower for two \$45,000. Call 331-2806 or 331-9189.

**45-FT COLUMBIA MOTORSAILER**. Great for offshore sailing as well as a luxurious liveaboard. (408) 354-1179 after 7:00 p.m. \$50,000. Must sell - Health reasons.

**1973 47-FT RHODES FLYBRIDGE** Motorsailer, F/G hull, balsa core. Twin Perkins 354 diesels, cruise at 10 knots. 12.5 kw generator. 800 gallons dsl, 350 water. Complete alarm system. AP, Loran, SSB, radar w/alarm, 2 VHF, 2 fathometers, loud hailer, 48 hr cold plate system, central air/heat & dsl heat. 2 staterooms, 2 heads. Enclosed hard top aft deck. Much more. Great liveaboard or cruiser. Asking \$149,500. Day (415) 368-6161, evenings (415) 369-5847 Mark or Cheri.

### SAIL THE BEST ON THE BAY

Charter "Andiamo", a MacGregor 65  
Now booking reservations for the sailing season. Enjoy exciting sailing on San Francisco Bay for up to 12 persons. Skipper available.  
We specialize in corporate clients - Call (916) 443-5568



### EAGLE TOW BOAT CO.

Yacht & Boat Towing to 50 tons or 100'  
Yacht Maintenance • Yacht Deliveries  
For EAGLETOW Call: (415) 237-8045  
Bill & Elizabeth Stennis, 1120 Brickyard Cove Rd., Pt. Richmond, CA 94801

### SAIL THE SEA OF CORTEZ

\$1,750 Oct. thru May - \$1,500 June & Sept. - \$1,000 July & Aug.  
41-ft Morgan Outisland ketch. Sleeps 7. 3 cabins, 2 heads. Fully equipped  
Can be crewed and/or provisioned. Bob Moore (707) 765-1960 or (415) 883-7720

## JUSTIN THYME

Services

revival you won't believe, yacht quality paintwork, general maintenance. Professional, fast, economical. Accurate estimates, many references. Call today! 415/331-0723

We can make you proud of your boat!  
Our specialties include: interior & exterior varnish finishing, teak deck

### SPARKY MARINE ELECTRICS

Electrical and electronic installations • Trouble-shooting  
Complete boat wiring • High energy battery charging systems  
Quality service • Competitive prices  
(415) 332-6726

### 1989 TIDE & CURRENT TABLES

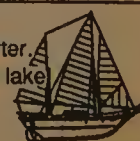
for ANY subordinate / reference stations  
derived from NOAA(NOS) Publications  
custom generated using computer assisted methods  
(415) 885-4379 / 474-4252

### RATED BEST BY SEVEN SEAS CRUISING ASSOCIATION

The Fourwinds-II was rated best in the 1988 S.S.C.A. Marine Equipment Survey.  
Besides manufacturing the Fourwinds-II, we can design & supply the best alternate energy system for your boat. EVERFAIR ENTERPRISES,  
723 S. 21st Ave., Hollywood FL 33020 (305) 920-3711 or Fax: 920-3772

### SAIL LAKE TAHOE

40' Islander M/S available for day, week-end, or weekly charter.  
Bare boat or crewed sailing on America's most beautiful alpine lake  
SELECT YACHT CHARTERS • (702) 782-2431  
POB 1265 • GARDNERVILLE, NV • 89410





**1988 BLUEWATER CRUISER** - 45-ft aluminum pilothouse cutter. Professionally built, incredibly strong w/hydraulic windlass and massive ground tackle. New electronics, Vigil radar/SatNav, ICOM VHF, Robertson AP, etc. Saab dsl, Espar heating, propane stove/hot water, refrigeration. On deck Isomat spar with Hood roller furling, Anderson winches. This beautiful vessel has teak/spruce interior with gorgeous upholstery and exterior. LPU paint, Regrettably for sale, she must be seen! Asking \$162,000. Co-op with brokers. Leave msg at (206) 527-4140, Box 1340.

**UNIQUE 40-FT CUTOM CRUISING** Ketch. Proven cruiser with long range capabilities, 300 gal dsl, 260 gal water, 58 hp Lehman, F/G hull, center cockpit. Beautiful main salon. If you want a strong cruiser, this is for you! Needs some cosmetic work. \$69,900. Call (916) 966-4932.

**40-FT SPRAY COPY**, 1980, the Hermanas Y Hermanos, Lapstrake cedar, well maintained by owner/builder. Proven ocean cruiser/liveaboard. (415) 332-8794.

**FOR SALE IN LA PAZ "Tobermory"**. Rhodes 44-ft sloop, a beauty full keel plus aux c.b. Mahogany, well maintained cruise ready dsl. Sat-Nav, VHF, Loran, Ham, 8 sails, liferaft, generator, dinghy, charts. Services & survey available. A bargain at \$55,000. Call (415) 474-1782.~

**45-FT FERRO CEMENT CUTTER RIGGED** Collin Archer. Launched 1983. Mahogany & teak interior. Beautifully finished. Full aft cabin, spacious main salon, work area forward. Enkes winches Isuzu dsl, fully rigged comes with liveaboard slip in San Rafael. \$42,500. Call 453-0401.

## 51 FEET AND OVER

**SCHOONER PASSING CLOUB**. 67-ft on deck, launched 1974. Roue designed. Fir on white oak. Teak decks. 3,000+ sq ft sail area. 140 hp Penta dsl. 2,000 gal fuel capacity. Winner M.M. Regatta 1984. \$350,000. B. Walker, rr Chancellor, Victoria, BC V8Z 1R3, Canada.

**WANTED: SPENCER 53**, aft cockpit sloop or ketch, prefer sloop. (415) 592-1381.

**57-FT LOA KETCH**. Strip-plank mahogany. Custom built 1984. Beautiful wood boat. \$49,500. Owner's business forces sale. Call (503) 761-2933.

**66-FT (LOA) PILOTHOUSE TOPSAIL** Schooner, Rodeuse. 1979 Belgian-built 36-ton steel ship of consummate strength and rare classical beauty. Equipped for safe cruising, she has half-inch steel at the keel and quarter-inch at the rail. Steel bulkheads separate her gorgeously paneled interior into 5 watertight compartments. Pilothouse entirely contained with self-bailing cockpit. Lister dsl, commercial-grade radar, VHF, RDF and AP. Merit ads stir your soul? See this vessel! Asking \$235,000. (415) 482-1755.~

**53-FT ROBERTS COLD MOLDED HULL** (unfinished), plans included. \$2,500. Call Gene (408) 263-7633.

**PROFESSIONALLY BUILT 52-FT F/G** hull deck w/steel cradle. Parts of hull up to 3 inches thick. SSB ground ring installed and some building materials. Situated near water w/low monthly working storage. \$8,000 or b/o. (415) 235-9400.

**MacGREGOR 65, LATE '86**. Spinnaker rig, genoa rig, Harken foil, adjustable cars, all digital electronics, on-board computer, Loran, VHF, 110V, water system, much more. Excellent condition. Asking \$169,000. Call (415) 875-4114.

**104 FT (LOA) BALTIC TRADER**. Built like the Queen Mary! Dutch, 1903 black iron ketch w/ 3,000 sq ft sail. Approx 1,200 sw ft down below, re-decorated plus many new systems. Sail-ready liveaboard/cruiser. \$169,000. Adventuresome mariners call (415) 331-2044.

## MULTIHULLS

**BROWN 28-FT SEA CLIPPER TRIMARAN**. Custom built, West System epoxy construction. 8 sails, 7 Lewmar winches. Recent haul-out. Mint condition. \$12,000. For further info or demo sails contact Howard Schafer, 812 St. Lucia Crescent, Stuart FL 34994 or call (407) 287-4793.

**HOBIE 16**, 1981. Good condition with trailer. Black anodized hull, tequila sunrise sails. \$1,300. (408) 842-1325.

**16-FT CATAMARAN**. Unirig, sleek, fun and safe. For the Bay ora summer breeze on a lake. Both large and small sails. Complete with two PFDs, harness, boating accessories and trailer. \$1,700 or b/o. Call Arlene at (415) 364-4664 or 851-7677.

**37-FT SEARUNNER TRIMARAN**. Cutter, 10 winches, new main, 25 hp dsl, VHF, CB, SSB, RDF, Loran, Autohelm 3000 w/vane, Cybernet stereo, KM/sum log, DS w/digital remote, EP-IRB, h&c press water, 3 burner stove w/oven, microwave, refrig, new dodger, 110v & 12v systems. Lots of new equip. Heavy ground tackle, new batteries & auto charger. Inflatable w/2 motors. Ready to go cruising. \$45,000 firm. P.O. Box 5052, Walnut Creek, CA 94596. (415) 933-0950, ask for Don, (707) 745-2628, ask for Mike.

**34 WHARRAM STYLE CATAMARAN**. The perfect shoal draft boat for liveaboard or long distance cruising. A proven design. It's fast, fun and safe, light and easy to handle, priced to sell at \$22,500. Have two sailboats so no reasonable offer refused. Call Michael (415) 235-3493.

**36-FT KETCH-RIGGED TRIMARAN**. Professionally built, 1982. Sleeps five, designed for cruising. Full set of sails w/covers, i/b, folding prop, many extras. Has been to Hawaii and back. At slip w/elec and water. \$35,000 or b/o. (818) 352-9525.

**31-FT SEARUNNER TRIMARAN**. 3 hulls only with complete set of plans. \$2,900. Call Gene at (408) 263-7633.

**28-FT TRADEWINDS TRI**. All F/G, head, galley, new sails, 10 hp o/b in good condition. \$9,500 or b/o. (408) 375-6921.

**35-FT TRIMARAN**. Cruise vet, fin keel, 5 sails, 15 hp Evinrude in well, AP, VHF, RDF, new instruments, (2) 25# CQR, 1 amp solar panel and more. \$30,000. (415) 522-8285.

**SEARUNNER 31. "Chartreuse"**. Probably the best built trimaran of the West Coast. Many extras. \$29,500. Serious inquiries call Scott (415) 726-2282.

**SEA WIND 24 CRUISING CATAMARAN**. One hour trail to sail. Sleeps 4, F/G with positive flotation, 16' beam. Full battened main. 20+ knots, trailer, speedo-log, anchors, gen-y. Ocean-proven design. yet trailers easily at 2,000 lbs. Was \$27,000, new in 1987. \$20,000. (415) 331-2910.

**BROWN 25-FT SEARUNNER**. *Must sell!* Cruiser cockpit, W.E.S.T. System throughout. \$12,000 or b/o. Call (916) 542-1675.

## POWER/HOUSEBOATS

**BAYLINER 21 YO** w/slip at San Francisco Marina, only minutes from the Gate. Equipped for the fisherman. Loran, radio, fnder. Don't wait 20 yrs for a slip! Act now. A sac. \$5,900 firm. Call Dominic at 454-9092.

**33-FT FISHING/UTILITY F/G** with Detroit dsl 671 in excellent condition. Many extras. \$25,000. Also 38-ft 1945 Sedan cruiser/liveaboard, low hours on 47 Chrysler eight. Sound hull, comfortable cabin. \$16,000. S.F. berths negotiable. 922-6618.

**HOUSEBOAT FOR SALE**. Quiet, sunny, charming, legal liveaboard in Alameda. Full kitchen and bath. Delightful wood-panelled living room with large window, fireplace. Laundry facilities in harbor. \$34,000 or b/o. Call Linda or John at 346-7805.

**21-FT DORY**. Custom with trailer. Original fishing boat rebuilt for sail winter of '87. C/B, F/G over plywood. Excellent in light air. Silver Seagull 4 hp incl. Call (415) 865-0611 leave msg for Tim.

**CLASSIC 37-FT BLANCHARD**, 1929 motor cruiser. Economical flat head 6. Nice interior with room & sky light. Runs and looks good. Many extras. Great liveaboard. Steal at \$8,900 or trade property/vehicle/offer. Call (415) 362-1234.

**37-FT ROUGHWATER** Aft Cabin Trawler. F/G, dsl, Monk design, slips 6, h/c pressure water, shower, fridge, freezer, two heads, inflatable. Exc condition. Great Sea boat & liveaboard. Health forces sale. \$44,500. Call (415) 365-5982.

**1979 46-FT DELTA CRUISER/HOUSEBOAT**. Launched 1987. Needs engines/work. \$15,000 or b/o. Call Brett at (415) 342-5625.

## PARTNERSHIP

**CAL 20 - 1/4 PARTNERSHIP**. Sausalito berth. Good condition and motor. Moorage \$35/mo, \$975. Call Tom at (707) 996-0229.

**HUNTER 37**. 1/4 share avail for responsible perfon. Well equipped. Radar, dodger, dsl, AP, roller furling, dinghy with 8 hp motor, shower. Great way to own and have fun on Bay. \$4,200 buys 1/4 share. \$300/mo incl ins, slip/boat payment. Tiburon berth. Bruce, work: 543-8666; home: 435-5626.

### SAIL A 32 C&C

The lease cost access to a good sailboat is by chartering. Boat available out of Fortman Marina, Alameda. For charter by the day to experienced skippers. Call (408) 253-0357 evenings

### ISN'T IS TIME YOU LEARNED TO FIX YOUR OWN

"ENGINE PROBLEMS"?  
Group and Individual Classes  
MARINE ENGINE SURVEY (415) 934-6159

### MIKE PYZEL, MARINE SURVEYOR

Mast top-to-keel inspection & appraisal  
for vessel purchase, insurance, voyage preparation.  
Serving Southern California since 1978  
(805) 640-0900

### SAN JUANS, CANADIAN GULF ISLANDS, YACHT CHARTERS,

from Anacortes  
50 sail and power yachts, clean & well-maintained. Catalinas to Crealocks. Bertrams to Grand Banks. Bareboat or crewed. Friendly, Professional Service. PENMAR MARINE CO.  
1806 Q Ave., Anacortes, WA 98221 Toll Free 1-800-828-7337 or (206) 293-4839

### \*\*\*\*\* MARINE ENGINE SURVEY \*\*\*\*\*

Physical Inspections, Oil Analysis, Photographic Ferrography,  
Computer Comparison, Written Reports, Purchase Surveys,  
Litigation Preparation, Departure Surveys  
(415) 934-6159

### PROFESSIONAL YACHT DELIVERY

To ensure the safety and security of your vessel.  
Now booking deliveries from Oakland/Catalina, Mexico and Hawaii.  
Experienced team will deliver your boat anywhere. USA/CANADA/MEXICO.  
James Conway (213) 380-0169 or (415) 941-5614

### INSTRUCTIONAL CRUISES WITH MIKE PYZEL

Learn heavy weather sailing, anchoring & more on 3 & 4 day personally tailored Channel Islands cruise. Join Solo TransPac and TransAtlantic skipper Mike Pyzel for outstanding professional, private instruction. Brochure & schedule.  
Pyzel Navigation, P.O. Box 4217, Santa Barbara, CA 93140 (805) 640-0900

### UP YOUR MAST!

Specialists  
FAST! REASONABLE! DEPENDABLE! Check masthead rigging. Install/replace electronic gear, steaming/anchor/spreader lights, spreader rigging, windexes, topping lifts . . . Retrieve Halyards. *Guaranteed*. Get set for your sailing season. Call now for Spring rates and dates: (916) 775-1666



**CAL 20.** Well equipped in Sausalito berth (Clipper 4). Quarter share for under \$900 and \$35/month available for suitable partner. Please call 499-1618 after 6 p.m.

**MASON 37:** 1/3 use \$340/month including slip, insurance, all maintenance. No obligations . . . ownership optional! Beautiful traditional sailing yacht from Hans Christian. Radar, Loran, furling, inflatable with o/b, spacious master stateroom. References & deposit required. (415) 521-6936.

**TIME-SHARE OPPORTUNITY:** Enjoy our beautiful, well equipped Ranger 33, prime upwind Berkeley berth, Harken furling, excellent sails. Sleeps 6 adults, complete galley and head, 1/4 time, flexible scheduling, \$220/month covers berthing, maintenance, fuel, insurance, etc. Call Dave at (415) 594-9744.

**WAITI** Don't buy a boat that is painfully slow and ugly. Consider instead the ultimate Bay and Delta fun machine - Our Santa Cruz built Soverel 33. Currently berthed in Alameda, she has all Harken rigging, dual barbees and everything else you need for serious fun. \$5,000 down and \$215 a month for 1/5 interest. Call John at (415) 428-2688.~~

**OWN 1/3 INTEREST, 22-FT 1967 SANTANA.** 4 yr old motor, berthed Sausalito. Virtually unlimited use. \$1,200 + mol. berthing. Call (415) 931-6739.

**ISLANDER 36.** Great San Francisco Marina location. 1/3 partnership interest. Plenty of time for partner to use boat. Phone 541-2505 days or 647-8633 evenings.

**CHARTER 1/2 INTEREST** in "Camille" for spring and summer racing or pleasure and go to Catalina on July 4th, cost is 1/2 current expenses including loan payments. Camille is a 42-ft cold-molded wood boat. Excellent PHRF racing boat, particularly offshore, will plane downwind & stable with spinner. Placed second in OHDA 88 Spring Series, did not race Fall Series. Clean survey April 88, to Hi & back Summer 88. Good new sail inventory (14 sails, 7 less than year old), new diesel engine, entire stand rigging less than 2 yrs old, all new wiring & electronics, Loran, SatNav, SSB, weatherfax, digital sail compass, etc. Berth in Sausalito. Call Bill Permar at (415) 331-7335.

**TIME SHARE OR PART OWN** a 36-ft cruising cutter. Call Bernard at (415) 232-1200 days or 454-6703 eves.

**1/3 PARTNERSHIP** in Sausalito berthed Centurion 42. Beautiful, luxury sloop. All gear is first-class. Recently commissioned. Call Gordon at (916) 756-7273 for details.

## BERTHS/SLIPS

**FIGHT SLIP RENTAL INFLATION.** Long term lease on 32-ft slip for sale at Marina Bay, Richmond. Good location - short walk from parking lot. \$19,500. Call (408) 926-3352, leave msg.

**PIER 39 (SAN FRANCISCO) SLIP.** 36-ft, for sale or rent. Excellent location. Call Doug Gooding days at (415) 397-6700.

**PIER 39 SLIP FOR SALE.** 36-ft Pier 39 berth with good location, parking and many amenities. \$27,000 or b/o. Call (415) 981-2848.

**FOR RENT: 33 & 40-FT SLIPS.** San Francisco Muni Harbor (West). Double finger, secure parking, good for sail or power. July, Aug, Sept \$190 per mo. Call (415) 587-7007 wkdays.

**50-FT SLIP AT PIER 39 FOR SALE.** 45 Years remaining on lease of slip in prime location in East Marina. \$53,000. (408) 247-9324.

**BERTH FOR RENT.** 40-ft double finger upwind berth. Emery Cove Marina, Emeryville. Month to month or one year lease. \$150 per month. Call Robert at (415) 828-8423 days.

**BERTH FOR SALE BY OWNER/AGENT.** 50"x17.5". Emery Cove Marina. Beautiful modern marina. Excellent location. Five minutes to S.F. Bay Bridge. Showers, phone, laundry, parking, market, security, 50 amp elect, storage box, private phone line. \$74,000, financing available. Robert Rodriguez. (415) 656-2702.

## CREW

**CREW WANTED** for Pacific Diving Cruise, Sept. 89 to Nov. '90, Florida to S.F. Write: R. Lanham, 1631 St. Lawrence Way, Pleasant Hill, CA 94523.

**HONEST NON-SMOKING** Ham radio operating couple in Hawaii wants to cruise from May on. Bill: Scuba instructor, licensed electrician, alloy welder. Eileen: Licensed massage therapist, athletic, capable. Box 1020, Kapauu, HI 96755. (808) 889-5662.

**TRANSATLANTIC CROSSING SOUGHT** this summer. Any destination/date, by Scotsman, 51, non-smoker. Novice sailor but resilient/fit. Can cook. Jim (713) 523-4537 evenings.

**THE ULTIMATE VACATION.** We are looking for couples or singles to crew on our beautiful, well equipped 50-ft ketch. Leaving La Paz approx Apr. 10th, sailing down the coast of Mexico (many stops along the way). Destination: Costa Rica for the summer. Join us immed. or along the way. Stay aboard for a week, mo. or a year and share the adventure & expenses. For more information & schedule call Melinda (408) 984-6555.

**HAWAIIAN ISLANDS OR BUST.** Experienced ocean racer & cruiser must get to the Island by Aug. 89. 2 Vic-Mau's, 9 VARC series and lots of cruising (27 to 65-ft). Can be helmsman, foredeck and even cook (sometimes). Able to pull own weight and available to help in preparations. Will leave anytime. Transpac would be wonderful, but cruising is great too. Robin - 6262 St. Georges Ave., West Vancouver, BC (604) 921-7496.

**WOMAN WITH PASSION** for sailing. I would like to meet you. It may lead to sailing/co-chartering in California and possibly Caribbean. I am a SWM, late 30's, adventuresome, education, professional, physically-fit, outdoors-oriented, financially secure and congenial (non-smoker). If you are a sincere SWF, under 39, 5'8"/less, who is happy, enjoys life and is into a healthy lifestyle, lets write letters (photo, is possible). P.O. Box 7662, Santa Cruz, CA 95061.

**CREW AVAILABLE:** Couple seeks boat to South Pacific from West, East Coast or Caribbean. Blue water veterans, we can provision, cook, navigate, stand watch and repair almost anything. References available. Call (916) 587-7267 or (617) 631-3340.

**SAILING CREW WANTED:** Active, personable, socially inclined people interested in sailing a 51-ft ketch (Bay/Coastal cruising). Offering crew camaraderie and hands-on experience on a good boat. Experience helpful but not necessary. (415) 567-4945.

## MISCELLANEOUS

**SAILS:** Bear main: \$200. Jib: \$200. Vanguard main, spinnaker: offers. Jennys: 31x27x15, \$200; 36x35x21, \$200; 36x33x14, \$200. Bay Lady jib: 15x12x6, \$200. 530 West Cutting Blvd., Richmond, CA 94804.

**SPORTY GUY NEEDED** to share beautiful 2 bdrm, 2 ba Tiburon apt with crafty female. Great view, near water, hike/bike path. Fireplace, 2 balconies, indoor and outdoor pool. Free boat docking. Must be non-smoker, non-hermit, semi-neat, financially and emotionally stable, under 40. \$550/mo. Available mid-April. 383-5725.

**NEIL PRYDE CRUISING SPINNAKER** w/ sock, approx 40-ft. \$900. Ardic/Volvo forced air heater, \$500. (415) 236-7072 eves.

**NEW SAILS FOR COL. 26 MARK I.** Cost \$1,600. Asking \$800. (408) 281-1805.

**SHIPMATE 3-BURNER KEROSENE** stove/oven. Stainless steel, removable sea rails, hardwood cutting board cover, gimbals. Measures 20"w, 18"d, 17 1/2"h. Compare new at over \$1,000. Asking \$250. (408) 425-5643.

**TRAILER.** Built for Ranger 23 but adjustable to fit others. Tandem axle, surge brakes, well built, nearly new. \$2,000. (415) 865-6729.

**ESTABLISHED FLATHEAD LAKE** (Montana). Tour boat business opportunity. 41-ft twin dsl, 49 passenger boat + operating rights and associated equipment. Excellent growth potential for hands-on owner/manager. (406) 752-4209 days or (406) 844-3461 evenings.

**SAILBOAT TRAILERS.** New, used, custom built. 3,000 lb-18,000 lb capacity. Singles - Tandem - Triples. 1-800-535-2882.

**CLUB NAUTIQUE FAMILY MEMBERSHIP** transfer available. Relocation requires sale. Great opportunity includes free sailing instruction, charter discounts, fun social activities. \$2,450 (save \$500 over new). Write: Ron R., P.O. Box 1515, Friday Harbor, WA 98250 or call (206) 337-2189.

**SAILS FOR SALE:** Dacron main (new), Luff 37.0', foot 10.25', \$600. Dacron jib (new), luff 44.0', leech 39.5', foot 16.5', LP 14.85', \$800. Dacron jib (new), luff 29.88', leech 27.08', foot 10.45', LP 9.45', \$400. Dacron jib (6 mos old), luff 30.0', leech 25.2', foot 10.1', LP 7.7', \$300. Dacron main (new), luff 26.66', foot 9.85', \$500. Dacron jib (new), wire luff 25.58', leech 23.33', foot 8.24', LP 7.7', \$350. Exprss 27 #1 genoa Kevlar (new), luff 29.58', leech 27.76', foot 14.73', LP 13.79', \$950. Hood spectra heavy big boat genoa, luff 61.8', leech 60.0', foot 28.4', LP 27.23', \$2,500. (415) 237-3301 or (408) 688-7694 eves.

**HONDA 2 HP OUTBOARD,** 1986. Like new, approx 15 hrs. Great dinghy motor. \$275. (415) 326-0716.

## GREEK ISLANDS

Mail us \$1.50 postage and your phone number and receive the most comprehensive 30-page color yacht (32'-102') charter guide to Greece. ALBATROSS CHARTERS 56F Merrick Ave., Merrick, N.Y. 11566

## NORTH BEACH MARINE CANVAS

Custom Work, Modification & Repair of Canvas, Upholstery & Bedding for your boat! *Get Ready For Opening Day!* Elizabeth Roso (415) 433-2059 572 Filbert, San Francisco, CA 94133

## QUALIFIED SAILING INSTRUCTORS NEEDED

Spinnaker Sailing is seeking part-time instructors for weekend sailing classes in Redwood City and San Francisco. ASA credentials and CG licenses are desired. Enthusiasm and professionalism are essential. Contact Bob, Wednesdays through Sundays at (415) 363-1390

## SAIL THE SAN JUAN ISLANDS

Charter a Passport 40 Sailboat  
Fast comfortable 40' sloop, dinghy, dodger, full instrumentation, roller-furling headsail, two private staterooms, head w/shower, refrigeration, VHF, stereo, propane stove w/oven and much more. Call George (206) 821-1208

## BOATWRIGHT SERVICES

Decks, Hatches, Interiors.  
Steam Bent and Laminated  
Shapes In Wood.  
Scott Ray (415) 488-0716

## CONSIDERING A CUSTOM-CRAFTED YACHT?

Consider Steel! For quality, durability, maintainability and affordability, steel is the material of choice. *Quality* custom steel hulls constructed to your design specifications. Central West Coast Location. Free estimates with submitted plans. Call Now: 1 (415) 797-7804

## SAILBOAT RIDES - \$10.00/HR P/P

Sail San Francisco Bay from Jack London Square aboard a new Ericson 35 yacht, "Spirit". Professional captain (USCG Ocean Master lic), provides an exciting experience, encouraging 'hands-on' sailing. SUNSET CHARTERS (408) 997-7972 Capt. Gabe

## CHARTER AND INSTRUCTION IN SANTA BARBARA

Sailing specialists for Santa Barbara and Channel Islands with 38 boats to 50-ft. Learn to sail, cruise or bareboat certification in Southern California's largest A.S.A. school. SAILING CENTER OF SANTA BARBARA Call: 1-800-776-0070 or 805-962-2826



**NEW SAILS FOR 26-FT DUFOUR.** Main: Luff 27' 11", Foot 9' 8". Genoa; Luff 27' 10", Foot 13' 6", LP=12' 1". \$650 or b/o. (415) 862-2046 eves or (415) 847-6330 days.

**CLUB NAUTIQUE** single life membership includes lessons, charter discounts, social, free training boats . . . Moving away makes it a bargain. A \$2,450 value for *only* \$1,750! Write: M. Lester, 10044 Adams, Suite #340, Huntington Beach, CA 92646 or call (714) 673-8563. ~~~~

**ATOMIC 4 GAS ENGINE**, rebuilt 1983. Low hours, good compression all cyl. \$700 or b/o. Wallis 1400 kerosene heater, 5,000 BTU with accessories, \$150 or b/o. (415) 728-0142 or (415) 468-4423.

## USED GEAR

**EXCELLENT CONDITION;** 12 1/2 ft Swedish anodized boom \$190; 4 Bomar Nibo aluminum hatches \$450; isolation transformer (4 mos old), 120/240v 3KAV, \$250; masthead strobe (new), \$65, plus more. (415) 261-7183 evenings.

**CRUISING DESIGN ROLLER FURLING** with custom mast bracket. Can be used on headsail or mainsail, complete with hardware and instructions. \$475. Ken (415) 331-0655.

**BEAR BOAT - Mast - solid spruce natural wood, varnished, all rigging, sails, spinnaker, main, jib. Galley, propane stove, Ham radio transceiver, ICOM IC 730, cubic antenna matching, ST 3B, key Kenwood SW-100 SWR meter. Glenn (415) 333-2967.**

**ITEMS FOR SALE:** Compass - bulkhead mount, fully gimballed, flange mount, Polyasil 3", outer flange 5 1/2, \$30. Satellite Navigator - Type 412, Racal-Decca Marine Inc., \$400. Mainsail - Northwyn (37' 6", 10' 5", 35' 9"), \$400. Jib - Dewitt (25' - 23' - 10' 5"), \$300. Twin jib - Running with two poles, \$400. Staysail - For Valiant 32 (7 1/2 oz), \$150. Stove - Stainless steel, 3-burner with oven, kerosene, by Hillerange, \$300. And numerous misc items stripped off of a Valiant 32, at low prices. Call Brigitte, (415) 326-1960 x29.

**SAILS:** Main and working jib for Coronado 23 MKI. Good condition. Cost new: \$1,100. Asking \$600. Call (408) 978-5967.

**JIB FURLING SYSTEMS - Famet reefurl.** 3/16" - 9/32" headstay diameter; two systems, new condition, never installed. 40-ft luff length, \$600. 50-ft luff length, \$650. Call Gene at (408) 263-7633.

**CNG TANK**, 50 amp Motorola alternator, 3 Meisner winches (2-10's, 1-25), Pineapple 130% 8 oz genoa, 49-ft luff, Pineapple Tri-radial spinnaker 1.5 oz from Ericson 38. Spinaker pole from E-38. All in excellent condition! (415) 523-3433 after 6.

**S&L 555 TWO SPEED ANCHOR WINDLASS** with 300-ft 3/8 BBB chain and 5/8 nylon rode, all in good condition. \$700. (408) 997-0576.

**MARINE POWER 350-V8 GAS ENGINE** with trans. 2 props, shaft, exhaust system, fresh water cooled, over 1,000 hrs. Runs good. \$1,250. (415) 528-5533.

**25-FT MAST.** Never used. Drilled, tapped and ready for rigging and internal halyards. Excellent for Catalina 22, Ericson 23 and like. \$800. (707) 829-0404.

## WANTED

**BOATS WANTED:** Have 2K down, looking for a good used sailboat (liveaboard size). Don't mind fixing up, but hull & rig must be basically sound. (Maybe owner-finance). (415) 465-4993 or (415) 859-9815, leave msg for Merv.

**YAMAHA 33 WANTED.** Will pay cash! Send particulars to Dennis, 838 49th St., Port Townsend 98368. (206) 385-5429.

**WESTSAIL OWNERS:** I look for a loved and cared-for Westsail 32 or 40. I offer the same consideration and \$30,000 cash, more or less. Send spec sheet to: D. Lind, 1344 Pacific Avenue, #304, Santa Cruz, CA 95060.

**AUTOHELM 3000.** Call (415) 254-6238.

**GOING CRUISING, LOOKING FOR** used cruising equipment. Windvane, liferaft, SSB, EPIRB, etc. Call Ed W: (415) 490-7991 or H: (415) 838-1385.

**SAILBOAT TRAILER.** E-Z Loader style roller trailer for Olson 30. Model 8TSR6-5300. Cash for leads. Dean Daniel (208) 336-6733.~

**CAL 20 RUDDER:** Prefer wood. Call David at (415) 567-1184. Please leave msg.

**SAILBOAT TRAILER.** Trailrite trailer for a Moore 24, in good condition. Phone: (415) 947-1970.~

**LIVEABOARD:** Responsible woman to live aboard & care for your boat. Have been boat-keeping for 6 months in Marin. Excellent references. Will pay reasonable rent. Call (415) 332-6511.

**EXPERIENCED COMMERCIAL - Developer.** 8.4 acres surrounding existing 553 slip central Sacramento Municipal Marina. Master development rights to be competitively offered for facilities such as chandlery, restaurant/deli, fishmarket, boat repair/storage facility, etc. Brochure available/May. Contact: Patricia Gonzales (916) 449-5200.

**37 TO 47-FT CAT., TRI., OR MONO.** Trade \$150,000 eqt in Tucson foothills home currently leased \$1,000/mo & cash flow. Call Bob at (602) 931-3000, no brokers.

**PHYSICIAN/WRITER** living in mountains would like to live on/sail interesting boat for two months while researching next book. Can pay/work on boat. Have sailed Bay for decade. Competent - Love to sail. Please call collect (916) 292-3836 ASAP.

**PILOTHOUSE/MOTORSAILER 35 TO 41-FT.** Trade two/5 acre parcels in beautiful Southern Oregon. House on one parcel, trailer pad on other. Barb Grace/Bart Bixel, P.O. Box 93043, Anchorage, AK 99509; a/c (907) 349-3054.

## NON-PROFIT

**GAY BOATING CLUB.** The Barbary Coast Boating Club for gays, lesbians and friends is having fun on the Bay and Delta waters. For membership information call: (415) 255-1049 or (415) 865-6671. ~~~~~

**BOATS - BOATS -** We're selling boats to help fund our water-safety program. All boats are complete w/Trailrite . . . Hobie 14 - \$800, Hobie 16 - \$1,000, Balboa 16 - \$2,500, Petersen Star - \$2,500, Chrysler 16 - \$800, Mercury - FREE. Call Rob Anderson at 642-4000.

**ERICSON 27 OWNERS.** There is a one-design fleet in the Bay. Cruising-racing-partying. We want to meet you. For more information, call Al Gates (415) 236-1473 or write E-27 Fleet One, 730 Liverpool, Sunnyvale, CA 94087.

## JOB OPPORTUNITIES

**SAILING SCHOOL INSTRUCTORS.** P/T ASA Certified school looking for professional instructors w/either USCG license or ASA instructors qualification. Good pay, wild wind, great boats . . . moonlighting's not supposed to be this fun. Call Dave Garrett Sailing at (415) 331-3364.

**SAILING INSTRUCTORS.** Olympic Circle, the Bay's busiest and highest rated sailing school has several openings for instructors. Must have extensive sailing experience, strong seamanship and communications skills. Excellent wages and curriculum support; liberal boat use privileges. Call Rich (415) 843-4200.

**MARINE SPECIALTY BUSINESS** needs full time sales person for phone orders and retail sales. Some typing, paperwork and working with numbers involved. Send resume to Trade-wind Instruments, Ltd. 2540 Blanding Avenue, Alameda, CA 94501.

**WEST MARINE PRODUCTS - Help Wanted.** Cashiers - store helpers. Call Kristen, Mgr, 332-0202. Sausalito store.

**STEM TO STERN MARINE SERVICES** has openings for energetic and conscientious people to join our expanding company. Boat repair and maintenance skills along with product knowledge is helpful, but we do provide training. Boating experience is also a plus. Skills, knowledge and experience is also a plus. Skills, knowledge and experience will determine salary. If you are interested in an exciting and rewarding career (with benefits), please contact us at 635 Bair Island Rd., #110, Redwood City, CA 94063. (415) 368-2872 or 594-8690.

**PROFESSIONAL SALES PERSON** with intimate knowledge of racing & cruising sailboats. Sell Hans Christian and C&C Yachts as well as select upper end brokerage. Call 521-5636 for appointment.

**WANTED: BOAT YARD WORKER.** Must have experience in fiberglass, hoist driving, etc. Call 234-7960.

**CANVAS SHOP NEEDS** experienced sewer. Call (415) 342-5625.

**YACHT SALES PERSON.** Must have sailing and sales experience. Commissions will run \$50-\$75K per year. Send resume only to Tradewinds Sailing Center, 102 Village Dr., Richmond, CA 94804.

### FRANK SAYRE

Boat Carpenter  
Restoration • Dry Rot  
18 yrs experience • Reasonable Rates  
(415) 383-4407

### J&B BOAT SERVICES

Electric/Electronic  
Carpentry • Rigging  
Towing • Varnishing • Oiling  
Call: Jim (415) 777-4356 or Bruce (415) 658-3435

### BUY A J-37 AT COST!

Ex-Seattle dealer out of business, unloading beautiful J-37 at dealer cost. \$116,824. Replacement cost \$175,000. Loaded, race-equipped, used for show only. 1987. 10 year hull warranty. Elliott Bay Yachting Center in Seattle - (206) 285-9499

### STEEL BOATBUILDING WORKSHOP '89

This is our fifth season, come learn how to build your own steel hull. Construction techniques, problem solving for layout work, welding techniques and tips, plan selection and economics and much more. Held at Pier 66, S.F. August 18-20. SIERRA YACHTWERKS, 909 Marina Vlg Pkwy, #134, Alameda, CA 94501 Msg # (415) 863-1808

### DOCKSIDE CUSTOM WOODWORKS

The Very Best in *Yacht Quality* Marine Wood Working.  
At your boat or in our shop.  
Put 23 years of experience to work for you.  
Call (415) 243-0239 for FREE ESTIMATE

### DIESEL POWER

Rebuilt diesel engines for your boat, sail or power - also parts - at about half the cost of a new engine. These re-conditioned units represent great value. Trades & trade-ins considered.  
Call for quote: (415) 381-4509

### OLSON 911S SAILAWAY KIT

Complete with spars, Yanmar installed, most deck hardware, keel, rudder etc. All structural work finished. The last new Santa Cruz built 911S, all balsa cored . . . . . \$39,995  
Call Buzz at (408) 462-2890

### ALAMEDA WATERFRONT HOME

Satisfy your dream of owning a home next to your own deep water dock. We invite you to call today for your private showing of this fine 3 bedroom, 2 1/2 bath home with unsurpassed amenities. Melinda Henry 522-1228, Harbor Bay Realty 523-1144



# LANDFALL'S MOVING SALE!

## PUSH-BUTTON AIR HORN

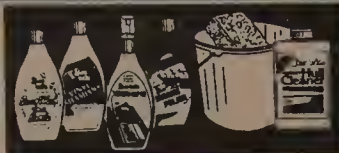
High impact plastic 4" horn on 12 oz. (refill) canister can be heard for up to a mile. Meets Coast Guard Standards.

List Price: \$14.95



**SAVE  
40%**

**YOUR PRICE  
\$8.95**



## STARBRIGHT MAINTENANCE KIT

Kit contains 16 oz. Marine Polish, 16 oz. Boat Wash, 32 oz. Hull Cleaner, 8 oz. Vinyl Bright, 16 oz. Vinyl Shompaa, a large poly sponge and bucket.

List Price: \$30.40

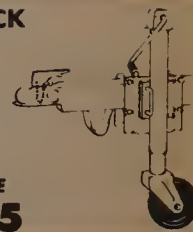
**YOUR COST  
\$19.95**

## PIVOTING TONGUE JACK

Fits square tongues up to 3" x 5" (adapts to round tongue mounting, too) rotates easily to horizontal towing position. 800 lb. tongue weight capacity.

List Price: \$75.20

**SALE PRICE  
\$39.95**



## 78 CHANNEL HAND-HELD VHF RADIO-TELEPHONE

NiCad battery pack, 110V charger, flex antenna, belt clip and vinyl case. Channel 16 priority switch, thumb wheel channel selector. One year warranty.

List Price: \$399.95

**YOU PAY ONLY  
\$199.95  
HALF PRICE**



## BINOCULARS

7x5 Armeded  
Lifetime warranty

**\$79.95**



## FISH-ROD HOLDER

Made of malded thermoplastics — rugged, non-corrosive with side-mount/hardware.

List Price: \$33.63

**YOUR PRICE  
\$19.98**



## RULE ELECTRIC MARINE WINCH

Comes with all electrical wiring for battery hook-up and mounting hardware for vehicle or trailer. 50' cable (3/16") pulls #8500 at 20% grade — 18.6 ft./min.

List Price: \$443.00

**SALE PRICE  
\$279.95**



## DISPOSABLE FIRE EXTINGUISHER

Coast Guard approved Dry Chemical 58:C. Works effectively against fuel, grease, oil and electrical fires. Mounting brackets included.

List Price: \$18.59

**NOW ONLY  
\$8.97**



## 3" HOODED COMPASS

- Mount on deck console or vertically on dash or bulkhead.
- Na glore cyclocase.
- Red night illumination edge lights.

List Price: \$46.50

**NOW ONLY  
\$24.95**



**WATCH FOR OUR GRAND OPENING IN  
LATE MARCH — MOVING TO  
210 HARBOR DRIVE, SAUSALITO**

**LANDFALL  
39 VARD A LANDING  
SAUSALITO (415) 331-2806**

## ADVERTISER'S INDEX

ALLSTATE INSURANCE	90
ALL WEST MARINE SAFETY	91
AL'S BOATERS SUPPLY	58
AMERICAN BATTERY	159
ANCHORAGE BROKERAGE & CONSULTANTS	30
ANDERSON USA	162
ARENA YACHT SALES	35
ARMCHAIR SAILOR, THE	75
AVON-SEAGULL	46,80,88
BAILLWICK	80
BALLENGER SPARS	61
BANK OF WALNUT CREEK	61
BARBARY COAST YACHT SALES	211
BAY RIGGERS, INC.	84,89
BAYTRONICS	69,85
BC NAVIGATION CENTER	65
BEDMATES	98
JOHN BEERY & CO.	9
BELLHAVEN MARINE	98
BERNICA MARINA	91
BERKELEY MARINA	60
BILGE BUSTERS	91
BITTER END YACHT CLUB	170
BLODGETT & ASSOCIATES INSURANCE	46
BOATER'S FRIEND	67
BOETTCHER & MURRAY	6
BRISBANE MARINA	40
CABLE MOORE/FAMET MARINE	43
CAL-COAST	8
CAL-MARINE ELECTRONICS	77
CALIFORNIA CUSTOM CANVAS	97
CALIFORNIA MARITIME	
ACADEMY FOUNDATION	151
CAPITAL WORKSHOP INSURANCE	78
C. CUSHIONS	162
CLUB LAS HADAS	145
CLUB NAUTIQUE	33,63
CLUB SAIL	21
COLOMB INSURANCE	97
COMFORT CRUISES	212
CONEX	159
CONTINENTAL MARINE	83
CORSAIR MARINE	70
CRABTREE, SAM	174

CRAWFORD NAUTICAL SCHOOL	40
CRUISING DESIGN	160
CRUISING EQUIPMENT CO.	29
CRUISING WORLD YACHTS	10,11
D'ANNA SAILING CO.	2,45
DESOLATION SOUND CHARTERS	174
DICKERSON, R.E. INSURANCE	48
DOWNWIND DESIGNS	91
DUNNE, MICHAEL F., INSURANCE	54
EAGLE YACHT SALES	17
EDGEWATER YACHT SALES	211
EDINGER MARINE SERVICES	93
EMERY COVE MARINA	66
ENERGY DEPOT	77
EVANS, WAYNE INSURANCE	66
EXTENSOR	94
FAMOUS FOAM FACTORY	98
FARALLONE YACHTS SALES	17
FEENEY WIRE ROPE & RIGGING	72
FIBERGLASS SPECIALISTS	91
FIFTH AVENUE MARINA	172
FIRST NEW ENGLAND FINANCIAL	56
FLAHARTY, PATRICK, CPU	70
FOOLPROOF MARINE	172
FORESPAR	67,160
FORTMAN MARINA	59
FRASER YACHTS	211,212
GENERAL ECOLOGY OF NEW ENGLAND	48
GIANOLA & SONS	54
GLEN COVE YACHT SALES	211
GOLDEN GLOW SOLAR	150
GOLDEN STATE DIESEL	90
GORMAN, BILL, YACHT SALES	216
GOUGEN BROTHERS	160
GPSC	175
GRAND HARBOR	41
GROTTO'S	82
HDA	23
HANSEN YACHTS	42
HARD SAILS USA	55
HART SYSTEMS	159
HATLER, DON, YACHTS	76
HAYNES SAILS	90
HEADFOIL	61

HEINSON	86
HELMUT'S MARINE	151
HELM'S YACHT SALES	15
HEWETT'S MARINE	42
HOGIN SAILS	51
HOOD SAILMAKERS	36,68
HORIZON YACHTS	54
ISLAND PASSAGE SAILING	172
J-BOATS	16
JOHNSON-HICKS	64
JONES, HUGH, YACHT SALES	16
KANE MARINE	83
KAPPAS MARINA	124
KARL'S MARINE MACHINE	98
KELLY-MCCALL STUDIOS	61
KENSINGTON YACHT	20
LAMPE & MARTIN	
YACHT SALES	212
LANE CHARTER & LEASING	170
LANDFALL MARINE	208
LARSEN SAILS	215
LATITUDE 38	
ADVENTURE CHARTERS	176,177
LEADING EDGE SAILS	68
LEE SAILS	79
LEFEIL SPARS	162
LEWMAR	158
LUKE, PAUL E.	161
MARIN COUNTY BOATHOUSE	39
MARIN SPORTS & FITNESS	81
MARIN YACHT SALES	214
MARINA VILLAGE	53
MARINER BOAT YARD	18
MARINER PRODUCTS	79
MARION SAILMAKERS	6
MARITIME ELECTRONICS	38
MARITIME STORE, THE	55
MARKS-CLARK INSURANCE	70
MCGINNIS INSURANCE	86
METAL MAGIC	90,162
MILANO YACHTS	213
MINNEY'S	86
MONTEREY BAY FIBERGLASS	72
MOORINGS, THE	171
NELSON'S MARINE	83
NICHOLSON'S YACHT CHARTERS	170
NONSUCH	19
NOR CAL YACHTS	12,13

NORTH AMERICAN CLS	124
NORTH SAILS	157
NORTHERN CALIFORNIA SPRING	
BOAT SHOW	26
NAUT-KOL	150
NAUTOR-SWAN	95
NICRO-FICO	68
O'NEILL'S YACHT CENTER	62
OYSTER POINT MARINA	174
OMS SOLAR	87
OUTBOARD MOTOR SHOP, THE	56
PACIFIC COAST CANVAS	34
PACIFIC MARINE EXCHANGE	72
PACIFIC MARINE SUPPLY	98
PACIFIC YACHTING UNLTD.	170
PARADISE YACHT CHARTERS	172
PARA-TECH ENGINEERING	161
PARKER, KENT, SURVEYOR	151
PARKER, KERMIT, YACHT SALES	210
PASSAGE YACHTS	4,5,151
PBJ DORY CO.	98
PELAFOAM	98
PENINSULA CANVAS	151
PENINSULA MARINE SERVICES	78
PERKY ANCHORS	162
PERKINS POWER WEST	42
PINEAPPLE SAILS	3
PIONEER	87
PROTECTOR, THE	87
PROPER-TIGHE MARINE	57
PRYDE, NEIL, SAILS	29
RAYTHEON	49
REX YACHT SALES	210
RICHMOND BOAT WORKS	27
RICHMOND MARINA BAY	72
RICHMOND YACHT SERVICE	60
RODGERS ELECTRIC	40
ROYAL YACHTS, INC.	28
SAILOMAT USA	162
SANDARO	161
S. F. BAY BOAT BROKERS	210
SAN FRANCISCO BOAT WORKS	66
S. F. FEDERAL SAVINGS	67
SAILING ANGLES	158
SAN LEANDRO MARINE CENTER	56
SAUSALITO CRUISING CLUB	74
SAUSALITO YACHT SALES	209
SCANMAR MARINE PRODUCTS	125

SCAN SAILING EQUIPMENT	74
SCEPTRE YACHTS	84
SCHILL, HAL	79
SCHOONMAKER POINT MARINA	151
SEAPOWER	125
SIDERS, INC.	79
SLOCUM YACHTS	80
SOBSTAD SAILS	163
SOLAREX	82
SOUTH BEACH HARBOR	22
SOUTH BEACH YACHT CLUB	37
SPINNAKER SHOP, THE	82
SR INSTRUMENTS	161
SOUTH TOWER RACE	124
STANFORD UNIVERSITY	32
STARBRITE	158
STARBUCK CANVAS	47
STAR MARINE ELECTRONICS	13
STOCKDALE MARINE & NAVIGATION CENTER	209
STONE BOAT YARD	74
STREAM STAY	71
SUNROAD RESORT MARINA	70
SUNSET YACHTS	24,25
SUN YACHT CHARTERS	173
SUTTER SAILS	46
SVENDSEN'S BOAT WORKS	52
TATOOSH MARINE	44
TECHNICAL EDUCATION INSTITUTE	29
TEDRICK-HIGBEE	73
THOMAS CHARTERS	90
THOMSON, CHARLES YACHTS LTD	50
TRADEWIND INSTRUMENTS LTD	47
TRADEWINDS SAILING	120,121
U.K. SAILS	60
U.S. YACHT BUREAU	151
VALLEJO MARINA	88
VISION YACHTS	87
VOYAGER MARINE	48
WALDER BOOM BRAKE	161
WEST COAST INFLATABLES	98
WEST MARINE	92,96,99,137
WESTWIND PRECISION DETAILS	75
WESTWOOD SAILS	125
WHALE POINT MARINE SUPPLY	94
WOOLSEY PAINT	55
WORLD YACHT SALES	31
YACHT EQUIPMENT & SVES	87
YEGEN MARINE	14



# SAUSALITO YACHT SALES



**'KENTUCKY WOMAN'**. 40' racing yacht, 1985. Pure sailing at its best, nicely fitted out. \$95,000/offers.



**BABA 30** 1984. Maintained to the highest standard. Cutter rigged and a long list of cruising equipment. A delightful yacht. Please inquire.

## SELECTED BROKERAGE

26'	CONTESSA 26, salty compact ocean yacht .....	Inquire
26'	CHEOY LEE 26, Volvo dsl, well cared for .....	\$16,000
27'	CHEOY LEE OFFSHORE 27, diesel .....	\$21,000
28'	CAL 28, wellmaintained Bay sailor .....	\$13,000
29'	CAL 29, 1971, great Bay sailor .....	Offers
30'	PEARSON 303, 1986 .....	Inquire
30'	ODYSSEY by Alberg, potential sea boat .....	\$21,000
30'	BODEGA 30, custom interior, all the gear .....	Inquire
31'	DUFOUR 31, 1979, great for Bay and Delta! .....	\$41,500
35'	CUSTOM STEEL cruising cutter .....	\$55,000/Offers
35'	SANTANA 35, may be one of the best .....	\$55,000
35'	ERICSON 35+, Bay & coastal sailing .....	\$60,000/offers
36'	ISLANDER 36, diesel, popular Bay sailor .....	\$45,000/Offers
36'	LANCER 36, 1982, new full battens main .....	\$49,750
36'	MARINER 36, 1979, fun to sail! .....	\$69,000
37'	ISLANDER 37, great cruising potential .....	\$50,000
38'	INGRID 38, 1977, ketch, a sailor's boat .....	\$75,000
41'	SEA TIGER, ketch, bluewater cruise & liveaboard .....	\$72,500
42'	GARDEN PORPOISE, fine wood construction .....	\$125,000
42'	PEARSON 424, an outstanding cruising yacht .....	\$112,000
42'	TAYANA 42, center cockpit, 1983 .....	\$135,000
44'	LAFITTE 44 cutter, 1979, Perry designed .....	\$130,000
48'	SWAN 48, 1972, Sparkman & Stephens design .....	\$180,000

## POWER SPECIALS

33'	NEW ENGLAND LOBSTER, '82, Volvo diesel .....	\$57,900/Offers
35'	C.L. TRAWLER, Ford Lehman, fixer-upper .....	\$49,500/Offers
42'	SILHOUETTE by Krogen, 1986, like new .....	Inquire
43'	TOLLYCRAFT, '84, twin cats, mint condition. ....	Asking \$225,000

100 BAY STREET, SAUSALITO, CA 94965

(415) 332-5000

## O'DAY 240

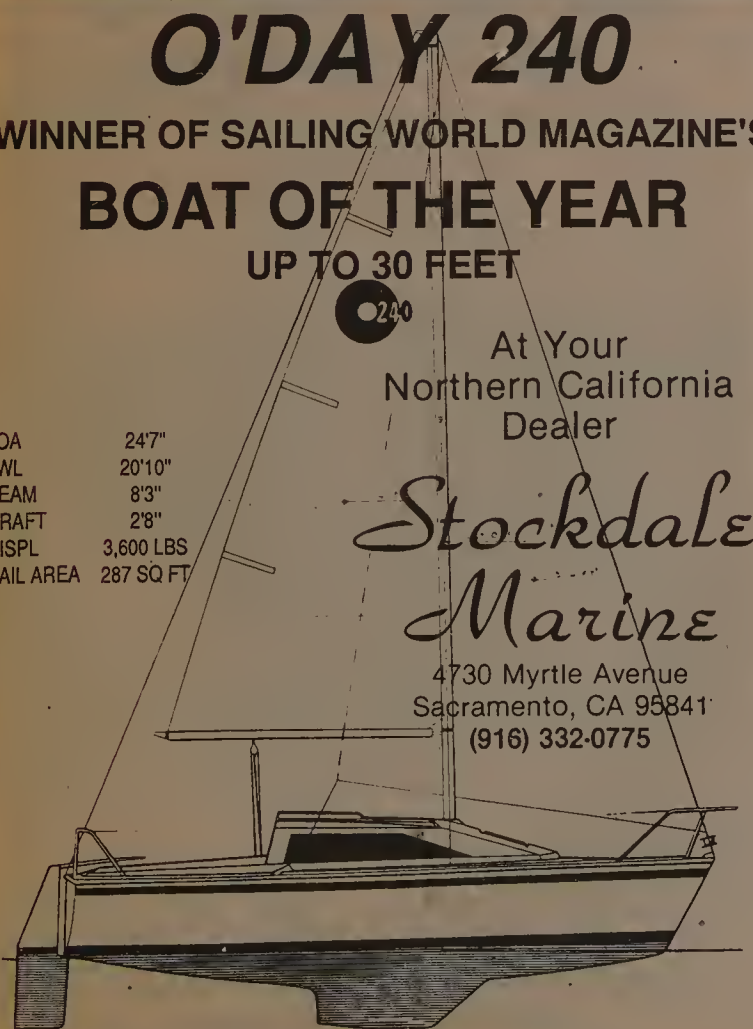
WINNER OF SAILING WORLD MAGAZINE'S  
**BOAT OF THE YEAR**  
UP TO 30 FEET

At Your  
Northern California  
Dealer

*Stockdale  
Marine*

4730 Myrtle Avenue  
Sacramento, CA 95841  
(916) 332-0775

LOA 24'7"  
LWL 20'10"  
BEAM 8'3"  
DRAFT 2'8"  
DISPL 3,600 LBS  
SAIL AREA 287 SQ FT



## DEALER FOR:

- Mariner Outboards • Prindle Cats •
- O'Day / Cal Sailboats •
- Montgomery Sailboats & Dinghies •

### 36' CALIFORNIA KIWI

Custom sloop designed/built in N.Z. Sailed mostly on Lake Tahoe. Fast! Displ 7,100 lbs; Sail Area 615 sq ft.; 2 mains, 4 jibs (kevlar/mylar) & 2 spinnakers. Balsa core hull & deck; wing keel; 3-axle trlr & towing van also available. Asking \$82,000. Assumable loan.

### CAPRI 25

1985, fixed keel sloop, trlr, 5hp Honda, 6 North sails, Harken blocks/cleats. Over \$20,000 invested. Immaculate, ready to race/cruise. A steal at \$12,750. Motivated seller.

### RAWSON 30

1974 sloop designed by William Garden; has main, two jibs, a genoa; with Volvo diesel auxiliary, 12,500 lb displacement, 5,000 lb ballast, 5-ft draft with long keel, excellent bluewater cruiser, excellent condition. Asking \$29,500.

### SANTA CRUZ 33

Unfinished hull and deck kit including keel mold. Builder and designer Bill Lee. \$14,000.

### SAN JUAN 28

1979 sloop, fully battened main, 135% genoa on Harken furler, storm jib, spinnaker, Yanmar diesel, new dodger, lifelines and pulpits, hinged mast step, VHF, Signet instruments. Reduced! \$23,950 with trailer. Anxious!

### J/22

Hull #272, race equipped with Calkins trailer. Four North sails in near-new condition: dacron main & jib, spinnaker & 155% mylar genoa. Rudder & keel faired. Asking \$9,950





San Rafael Yacht Harbor 557 Francisco Boulevard  
San Rafael, California 94901  
**(415) 456-1860**

#### SELECTED BROKERAGE

23' BEAR .....	6,500
24' IOR 1/4 TON .....	3,800
24' C&C .....	12,000
24' SPIDSGATTER .....	7,500
25' PAINE-CAROL .....	27,000
25' CORONADO .....	5,500
26' PEARSON Comm .....	9,500
26' COLIN ARCHER .....	12,500
27' CATALINA .....	12,500
27' SUN .....	14,975
28' CHEOY LEE .....	12,000
28' BARNEY NICHOLS .....	8,000
28' H-28 .....	14,000
28' H-28 Mod. ....	24,500
28' STOUT FELLA .....	6,900
29' CAL 229 .....	27,500
29' CASCADE .....	14,000
29' SEAFARER .....	10,000
30' GULF ISLAND .....	29,950
32' ATKINS/Archer .....	34,500
35' BREWER .....	59,900
35' ERICSON .....	64,000
35' MARINER .....	33,000
37' GARDEN Ketch .....	67,500
38' FARALLON .....	31,000
40' CONCORDIA M/S .....	29,750
42' WESTSAIL .....	120,000
44' LAFITTE .....	130,000
60' "JONATHN SWIFT" .....	120,000
62' "CLOVER" .....	195,000
<b>POWER</b>	
25' CHRIS CRAFT .....	Offers
28' OWENS .....	12,500
28' MONTEREY .....	4,500
30' GONDOLA .....	8,000
32' JOHNSON .....	Offers
32' LUHRS .....	19,000
34' TOLLYCRAFT .....	125,000
36' CHRIS CONNIE .....	33,000
40' MOTORCRUISER .....	Offers
48' UNIFLITE .....	260,000

BROKERAGE SLIPS  
AVAILABLE



**SWEDE 55.** Very fast and in great condition. \$115,000.



**SEA RANGER 39.** Fiberglass trawler, great value. \$75,000.



**KNARR 30.** Great shape, race winner. \$12,450



**ERICSON 35.** Outstanding value; 1983. Try \$59,000.



**ISLANDER FREEPORT 36.** Excellent condition, lots of gear. \$89,500.



**LAFITTE 44.** Top quality boat, ready to cruise. Reduced: \$130,000.



**"CLOVER".** 62-ft of elegance under sail; must be seen to be appreciated. \$195,000.



**DUTCH CANAL BARGE 48.** Steel hull, teak interior, ideal liveaboard. \$54,000.

## IREX YACHT SALES

308 Harbor Drive, Sausalito, CA 94965

**(415) 331-0533 FAX (415) 331-1642**

**CheoyLee®**

Dealer



**42' CHEOY LEE GOLDEN WAVE** Sloop, 1981. Racing yacht performance in an offshore cruiser.

At our docks.  
Call John Baier \$119,000



**37' FISHER Pilothouse M/S, 1979.** Ideal cold water cruiser or liveaboard. \$49,500

Call Al Levenson

#### MOTORSAILERS

53' Cheoy Lee arrives 7/89 Inquire  
44' Rhodes ctt, '61 ..... 75,000  
43' Cheoy Lee ctt, '83 ..... 169,000

#### SAILBOATS

41' Islander, '79 ..... 98,500  
41' Newport sloops, (3) .... Inquire  
38' Easterly slp, '78 ..... 64,500  
36' Cheoy Lee ketch, '76 ..... 60,000  
30' Catalina slp, '77 ..... 27,500

SERIOUS LISTINGS INVITED



**35' CHEOY LEE.** Perry designed auxiliary sloop, 1979. All halyards lead aft to cockpit. One owner boat.

Asking \$89,000  
Call Peter Sheppard

## SAN FRANCISCO BAY BOAT BROKERS

Sausalito, CA (415) 332-8794

22' Santana .....	1969	\$5,000.00
25' Cal .....	1967	6,900.00
25' Hunter .....	1982	13,900.00
26' Ariel .....	1964	10,500.00
26' Cheoy Lee Frisco Flyer .....	1967	13,500.00
27' Vega sloop .....	1972	22,000.00
28' Cal 28 .....	1967	13,000.00
29' Bristol .....	1967	17,500.00
29' Cal 2-29 .....	1976	25,500.00
30' Pearson .....	1978	27,500.00
31' Mariner Ketch .....	1969	34,500.00
32' Traveller .....	2 available 76,77	49,500.00
32' Westsail .....	1974	45,000.00
36' Islander .....	1976	51,000.00
36' Luders Yawl .....	2 available 76,77	49,000.00
36' Yamaha 36 .....	1981	69,500.00
37' Islander Pilothouse M/S .....	1970	57,000.00
37' Rafiki Cutter .....	1980	80,000.00
38' Bristol 38 Sloop .....	1968	40,000.00
38' Morgan 382 Sloop .....	1972	61,000.00
39' Freya .....	2 available 78,80	79,500.00
40' Cheoy Lee Midshipman Ketch .....	1975	79,500.00
41' "Sea Tiger" Ketch .....	1972	79,500.00
41' King's Legend Cruiser .....	1985	89,500.00
42' Pearson 424 Ketch .....	1980	112,000.00
45' Lancer M/S .....	1983	159,500.00
32' Scheel Sloop .....	1966	18,500.00
33' Gaff-head Cutter "STORNOWAY" .....	1926	24,000.00
35' Cheoy Lee "Lion" Sloop .....	1956	38,000.00
64' "SPRAY" Yawl .....	1980	60,000.00
27' Chris Craft Cavalier .....	1961	5,500.00
34' Baltzer "Down Easter" .....	1948	18,000.00
34' Fairliner 330 .....	1966	18,000.00
35' Fairlane .....	1960	5,500.00
37' Hunter Sedan .....	1955	10,500.00
59' Chris Craft Constellation .....	1966	169,000.00

"THERE IS NOTHING — ABSOLUTELY NOTHING —  
HALF SO MUCH WORTH DOING AS SIMPLY MESSING ABOUT IN BOATS."





## Glen Cove Yacht Sales



**30'  
CATALINA**  
1983 — Diesel  
wheel or tiller!  
Just in time for  
summer.  
Call Lee.  
Asking \$34,700  
sistership



### SAIL

24'	CAL 2-24 1968. A giveaway at .....	\$3,900
24'	LAPWORTH 1960. Classic Plastic .....	\$8,500
25'	TANZER 1978. With autopilot .....	Only \$10,000
28'	TARTAN 1986. Top of the line .....	\$48,000
29'	GULF 1985. Two station steering .....	\$35,000
30'	CATALINA 1983. Diesel .....	\$34,700
32'	COLUMBIA 1975 .....	Owner Asking For Offers!
32'	CORONADO 1973 Center cockpit .....	Repo — Make Offer
37'	IRWIN 1980. Center cockpit .....	\$59,000
41'	NEWPORT 1978. Above average condition .....	\$67,000

### CALIFORNIA YACHT BROKERS ASSOC. MULTIPLE LISTING SERVICE

• OVER 6,000 LISTINGS • WE CAN HELP WITH FINANCING •

**(707) 552-4206 FAX: (707) 552-4296**

Off 780 Between Vallejo and Benicia

Take Glen Cove Exit and Follow Signs to Glen Cove Marina  
2024 Glen Cove Road, Vallejo, CA 94591

## EDGEWATER YACHT SALES

1306 BRIDGEWAY SAUSALITO, CA 94965 (415) 332-2060



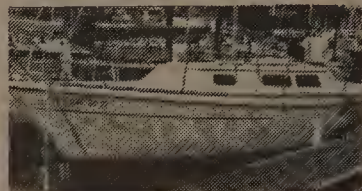
**38' CATALINA**  
DIESEL AUXILIARY, LOADED W/GEAR & ELECTRONICS  
INCL PILOT. \$140.00 BERTH INCLUDES LIVEBOARD,  
GYM & SWIM FACILITIES. ASKING \$47,500



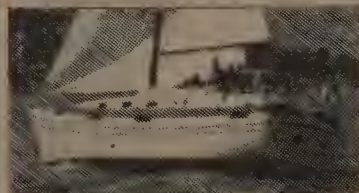
**29' ERICSON**  
LARGE INTERIOR FOR SIX, FUN SAILING! WELL  
EQUIPPED FOR BAY OR OFFSHORE. ASKING  
\$15,000.



**30' FISHER**  
TRANSATLANTIC VET. BRISTOL COND, ROOMY LIVE-  
BOARD; OWNER READY FOR AN OFFER. ASKING  
\$55,000



**28' ISLANDER**  
WHEELSTEERING, 1/8 AUXILIARY, IDEAL BAY/COASTAL  
CRUISER. ASKING \$18,500/OFFERS.



**30' BUCCANEER**  
GARDEN DESIGN. DESIGN AUXILIARY, HUGE INTER-  
IOR, IDEAL LIVEBOARD. OUT-OF-STATE OWNER  
WANTS AN OFFER. ASKING \$22,000/OFFERS.



**27' CHEOY LEE**  
FRISCO FLYER. FIBERGLASS AND TEAK, NEW INBOARD  
DIESEL. TRY \$7,000.



## Fraser Yachts

San Francisco Bay  
320 Harbor Drive  
Sausalito, California 94965  
**(415) 332-5311**

\* Keoni Warinner \* Carol Pratt \* Dave Sheldon \*



**'QUARK'.** The ultimate small cruising sailboat —  
ideal for singlehander or couple. Crossed Pacific and  
back — she's ready to go! \$42,000.



**36' GRAND BANKS.** 1970. Twin diesels, gen, full elec-  
tronics, many extras, beautifully maintained and all set  
for family fun. Inquire.



**62' STEEL HARTOG** Ketch. Commissioned 1979.  
Bluewater cruising capability. Lehman diesel, radar,  
Loran, SatNav, Autopilot, wind generator. \$195,000.



**44' LUDERS** Steel Sloop/Cutter. New alum. mast, teak  
decks, Aries vane, extensive cruising gear. This world  
traveler/liveaboard has a Sausalito berth. Try \$60,000.



**55' WORLD CRUISER.** Mexican veteran, radar,  
Loran C, Autopilot, fireplace plus 671 diesel (low  
hours). Comfortable pilothouse Asking \$79,500.



**36' LANCER** Sloop. 1983, Bill Lee design; diesel,  
roller furling, new dodger, SHARP. Just reduced to  
\$49,000. Owner wants offers.



**43' MATTHEWS CRUISER** 1963.  
Twin cots. We suggest you call immediately for  
more information — this vessel is in excellent  
condition and is indeed a pleasure to inspect.  
\$80,000.



**36' GRAND BANKS** 1963. Twin diesels,  
540 hrs, sleeps 6, radar, Loran, VHF, 110v space  
inverter, electric windlass, 2 staterooms, hot show-  
ers, stereo, microwave, gas stove w/oven, Avon  
w/motor. All convos. Bristol condition. Original  
owner. \$153,500.

## BARBARY COAST

25 Third Street, San Rafael, CA 94901

**(415) 457-9772**

### SELECTED BROKERAGE

1969	57'	CHRIS CRAFT M/Y .....	\$195,000	1965	43'	MATTHEWS .....	\$80,000
1950	52'	STEPHENS .....	\$83,500	1984	42'	UNIFLITE .....	\$149,000
1982	50'	ALBIN TRWLR .....	\$165,000	1986	42'	PT M/Y .....	\$172,000
1985	49'	ALASKAN TRWLR .....	\$169,000	1979	41'	PT TRAWLER .....	105,000
1962	47'	McQUEEN TRWLR .....	\$72,500	1985	41'	PT M/Y .....	\$168,00
1986	46'	PT. M/Y .....	\$235,000	1971	38'	HATTERAS .....	\$79,500
1984	44'	DEFEVER .....	\$205,000	1982	37'	BELL TRAWLER .....	\$97,500
1978	44'	MARIN TRADER .....	\$137,000	1983	36'	GRAND BANKS .....	\$153,000
1971	44'	STRIKER .....	\$150,000	1985	34'	SILVERTON .....	\$72,500
1972	44'	GULFSTAR .....	\$172,000	1987	29'	CRUISER INC .....	\$68,500
1958	43'	MATTHEWS .....	\$49,500	1979	30'	TOLLYCRAFT .....	\$49,500



# Lampe & Martin Yachts, Ltd.

(415) 654-7272



**AMPHITRITE 43** Henri Wauquiez design cruising ketch; owner interested in trade down to a smaller vessel. **Offers.**



**COLUMBIA 33** 3rd Overall in Plastic Classic Regatta w/honors for interior & easiest to single-hond. **Asking \$29,000.**

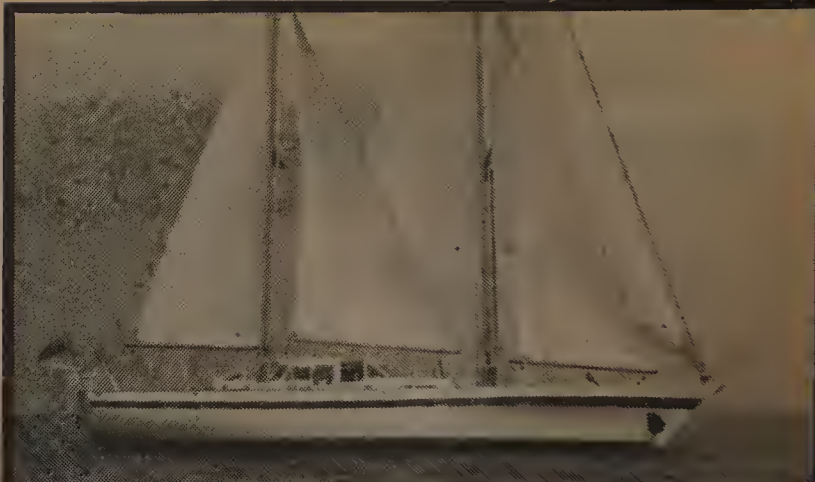


## BROKERAGE

43'	AMPHITRITE	.....	OFFERS
42'	YORKTOWN, VERY NICE, DIESEL	.....	\$35,000
38'	MORGAN, 1985, (2) CRUISING EQUIPT	.....	MUST SELL/MAKE OFFER
38'	CATALINA, 1984	.....	\$59,500
37'	ELITE, 1983	.....	\$82,500
37'	TAYANA CUTTER, 1977	.....	\$72,000
37'	AMPHORA, WAUQUIEZ CRUISING KETCH, '76	.....	INQUIRE
37'	O'DAY CNTR COCKPIT, 1979 (2 TO CHOOSE) FROM	.....	\$53,000
37'	RANGER, 1973	.....	\$47,000
36'	CS, 1981	.....	\$74,500
34'	ISLANDER, 1975	.....	INQUIRE
32'	C&C, 1980 (REDUCED)	.....	\$39,500
32'	LARSEN, DANISH WOOD SLOOP, DSL ENG	.....	\$29,000
31'	CAPE GEORGE CUTTER, 1985	.....	\$85,000
31'	DUFOUR 3800, FRERS DESIGN	.....	ASKING \$45,000
30'	YANKEE MKII, 1972	.....	ASKING \$27,000
30'	PEARSON 303, 1983	.....	ASKING \$44,000
30'	MORGAN MKII, 1972	.....	\$26,000
29'	DUTCH SLOOP, 1932	.....	\$8,500
29'	ERICSON, 1976	.....	\$24,000

**Slips Available For All Size Listings**

**3300 POWELL ST., SUITE 7, EMERYVILLE, CA 94608**



- 60-ft aluminum ketch, "Princess Irene" designed for ocean passage-making crewed by owner and wife team only
- Designed by Laurent Giles, Moody built to Lloyd's specifications
- Performance sailing — 13 days from Hawaii
- Motor yacht handling, twin Perkins diesels
- All weather cruising from pilothouse — electrically controlled winches
- Extensive electronics, water tight bulkheads, safety equipment, 34 boxes of spares plus much more
- Offered at considerably less than replacement cost

*Ask for David Sheldon*



## Fraser Yachts

San Francisco Bay  
320 Harbor Drive, Sausalito, California 94965  
(415) 332-5311

# COMFORT CRUISES YACHT CHARTER FOR SALE

## FOR CHARTER

Our 1980 44' Lancer yacht is one of the best yachts available for Charter on the Bay. A barbecue at Angel Island or an evening trip to Pier 39. Whatever your plans we'll help you do it in comfort and style. The yacht comes with a crew of two and is limited to six passengers.

All for about the same price as a Limo. When you want to get away from it all, Call

**(415) 769-9421**



## FOR SALE

First the yacht:  
Professionally maintained,  
Twin Perkins diesel  
4-236 85 h.p.  
Luke 24", 3-blade  
feathering prop  
All roller furling sails with  
Lewmar electric winch  
(one man can handle/sail  
this yacht)  
S/S Propane Stove  
Microwave  
Loran  
Radar  
All teak interior  
Remote control steering

If you are in the market for a great yacht, power or sail, you must see this one — when you do, ask us to put up the hammock.

**\$125,000**

**Call (415) 521-4310 for  
appointment**

Present owner and staff will assist you with takeover, whether you wish to continue operating a charter or are just looking for the pleasures of owning a great yacht. Partnerships may be considered. Show this advertisement to your tax consultant.



# MILANO YACHTS

**DISTINCTIVE NEW &  
PRE-OWNED CRUISING YACHTS**

## **YOUR CRUISING HEADQUARTERS** *Cruising Consultants for Coastal and Offshore Vessels*

### **COASTAL CRUISERS**

* 235' Cape Dory..... \$12,000	32' Ericson.....25,000
* 29' Ranger..... 24,950	32' Fuji.....45,000
* 29' Cal..... 18,500	33' Columbia.....29,000
29' Cal 29..... 24,500	* 33' Newport.....49,500
* 30' Cal 2-30..... 22,000	* 35' Bristol 2 From.....59,000
* 30' Carter..... 32,000	* 35' Coronado.....48,000
* 32' Alden M/Sailor..... 43,000	36' Islander.....57,500

### **OFFSHORE CRUISERS**

* 27' Nor'Sea..... 49,000	36' Yamaha..... 69,000
* 30' Amazon..... 57,000	38' Alden Challenger..... 59,800
30' Fisher..... 50,000	38' Alajuela..... 80,000
* 31' Cheoy Lee 2Fr..... 27,500	38' Ingrid 38..... 79,000*
32' Atkins..... 59,500	39' Cal 2 From..... 49,500
32' Rival..... 53,000	* 40' Valiant..... 129,000
* 33' Vanguard..... 20,000	* 41' Kings Legend..... 85,500
34' Peterson..... 44,950	* 41' Cheoy Lee..... 89,500
35' Halberg Rassey..... 50,000	44' Lafitte..... 175,000
35' Rasmus..... 57,500	45' Explorer..... 100,000
35' Niagara..... 79,500	45' Porpoise Kth..... 80,000

### **CLASSIC CRUISERS**

* 30' Atkins Ctr.....35,000	53' Edson Schock..... 165,000
27' Virtue.....28,000	* 60' Pilot Ctr..... 95,000

### **C & C**

* 25' C & C 25..... 12,500	35' C & C 35 MK II..... 49,500
26' C & C 26..... 25,000	38' C & C..... 76,500
* 27' C & C 27..... 23,500	40' Wilderness..... 79,500
30' C & C 1/2 Ton..... 18,000	

### **PERFORMANCE CRUISERS**

* 25' Kirby.....9,500	34' Peterson.....44,900
* 30' P/J 1/2 Ton.....28,950	35' Custom Alum.....59,000
* 31' Peterson 1/2T.....33,500	36' Peterson.....62,500
33' Peterson.....37,950	37' Express.....119,500
* 33' Tartan 10.....22,000	37' Ranger.....47,000
* 34' Dash 34.....38,500	38' Soderberg.....45,000

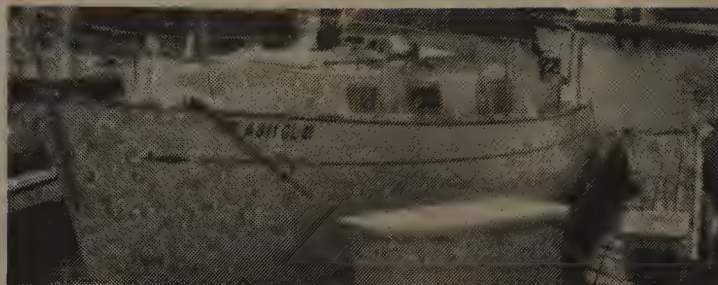
### **SAN FRANCISCO BAY CRUISERS**

* 23' Ericson.....6,500	* 25' U.S. 25..... 10,500
* 23' Ranger.....9,500	25' Catalina..... 14,900
* 24' Bristol.....10,000	* 27' Catalina..... 24,500
25' Cape Dory.....12,000	* 27' Catalina O/B..... 13,500
25' Yamaha.....16,500	27' Sun 27..... 17,000
* 25' Cal.....6,500	* 28' Cal..... 12,500
* 25' Bahama.....9,800	29' Ericson..... 25,700
* 25' Cal 2-25 2 Fr.....18,500	30' Islander MkII..... 28,000

### **POWER BOATS**

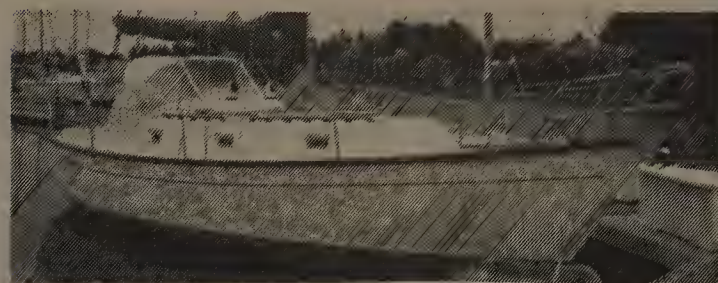
18' SunRunner..... 8,900	* 38' PT 38..... 88,500
* 30' Chris Cavalier..... 16,000	45' Bluewater..... 110,000
30' Chris Connie..... 22,500	* 57' Chris Connie..... 195,000
32' Blackhawk 909..... 79,500	57' Chris Connie..... 195,000
32' Owens..... 22,500	
36' Trojan 36 S.F..... 36,500	

\* Star indicates vessel at our docks



**HALBERG RASSEY 35**

A very highly respected and efficient Sailing Vessel built to demanding standards. \$50,000.



**AMAZON 30**

The elegant lines of a modern cruiser yet uncompromisingly crafted of solid steel. She's an ideal cruising boat for someone who wants to go far in comfort and safety. \$57,000.



**62 FT STEEL KETCH**

Strong and sturdy South Pacific Veteran, this comfortable, well appointed cruiser is ready to go. Steel construction and extensively equipped, have a look. \$195,000



**REDUCED!**

**FISHER**

**REDUCED!**

English quality, enclosed steering station, and maximum comfort in 30 feet. Ketch rigged for ease of handling; the perfect pocket cruiser. Bays sailing or coastal cruising —she's perfect! \$43,500

**Quality Listings for boats 35' and up are needed  
to satisfy our customers for cruising boats**



**FORTMAN MARINA • (415) 523-7474  
1535 BUENA VISTA AVE. • ALAMEDA**



# MARIN YACHT SALES, INC.



PERFORMANCE MOTORYACHT



MEMBER

LOWRIE  
YACHT HARBOR  
40 Pt. San Pedro Road  
San Rafael, CA 94901  
Phone: (415) 454-7595  
FAX: 415-454-2561  
Telex: 384605 MYS UD



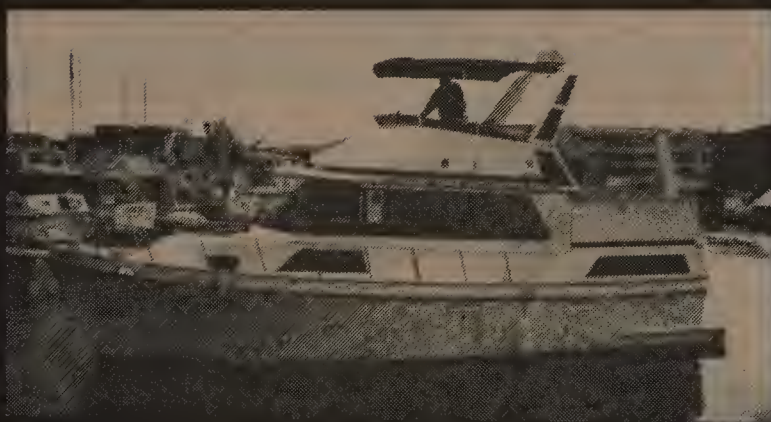
## 34' PEARSON

1984 diesel sloop. Wheel, sleeps six, new dodger, new epoxy bottom, very clean. **Asking \$68,000.**



## OCEANS VII

BLUEWATER 47 Center Cockpit Cruising Ketch. Built 1978 with owners queen aft & guest double forward. Two heads, 2 showers, new '88 aluminum spars, boat shows excellent maintenance. **Asking \$120,000.**



## 38' GOLDEN STAR

1985. Twin 200hp Perkins provide 15 knot cruise, owners queen aft, shows like 1989. Only 90 hours. **Asking \$127,500.**



## 52' DeFEVER

Flush Deck Trawler. The true world traveler. Built of steel and powered by Cummins - holds 3,000 gal fuel, 1,000 gal water! She's ready if you are - if you're not, we have other Bay and Delta types for you. **Asking \$225,000.**



## 35' BERTRAM

1972/84 Twin cats, generators, cruise 18 knots, sleeps two, fishes six. All the toys! **Asking \$115,000.**



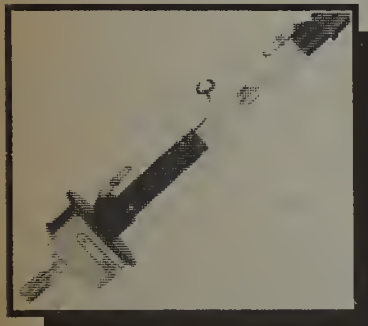
## PT 52

Motoryacht. With Twin 300 Cummins, generator, 2-3-4 state-rooms, two heads, two showers, delivered San Francisco. **\$295,000.**

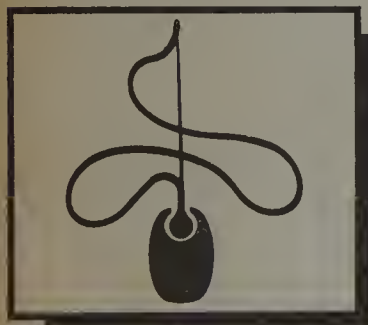


# RELAX — LARSEN IS MAKING SAILING EASIER!

**HOW IS ALL THIS INNOVATION IN SAILING GOING TO HELP YOU?** We've heard a lot about hundreds of innovations in sailing in the last few years — winged keels, unstayed spars, riblets and tiplets, computer aided design (CAD) — to name just a few. What can you and your sailmaker (read "Larsen") do with all this to make your sailing easier and more fun? Some suggestions.



**HARKEN ROLLER FURLING** — A roller furling system makes sailing easy — a durable, easy to use system from America's premier manufacturer. Larsen will make it even easier by building you a new sail or converting your current sail and installing the whole system at your slip.



**DUTCHMAN-SAIL HANDLING SYSTEM** — The finest stowing system for any mainsail. Again Larsen makes it easy by converting your current mainsail or building a new one. We'll pick up and install it at your slip.



**CAD/CAM — COMPUTER AIDED DESIGN/COMPUTER AIDED MANUFACTURING** — New shapes for your sails off of Larsen's computer design programs, translated to exact shapes by Larsen's laser plotter, the first one of its kind with a West Coast Sailmaker.

**WHAT ELSE?** Full batten mains make sailing quieter, lengthens the life of the sail, makes it easier to furl and improves the shape. New fabrics for more efficient, more durable sails.

The **SUPER COMBO PACKAGE** — Give us a call or stop by our booth at the Marina Village Spring Boat Show, April 15-23, in Alameda. We'll tell you how to do it all — easily and affordably.

Dealers For:

**DUTCHMAN™**

**HARKEN**

**® HEAD FOIL**

**MUSTO**

## Larsen Sails inc.

Santa Cruz  
1041A 17th Avenue  
(408) 476-3009  
FAX 408-479-4275

Pt. Richmond  
Sanford-Wood  
Bruce Powell  
(415) 237-3301

Monterey  
Jim Womble  
(408) 372-8666

Stockton/Delta  
Pat Brown  
(209) 838-3285

Santa Barbara  
Breakwater  
(805) 962-5155



1070 Marina Village  
Parkway, Suite 100  
Alameda, CA 94501

# BILL gORMAN YACHTS

(415) 865-6151

FAX (415) 865-1220

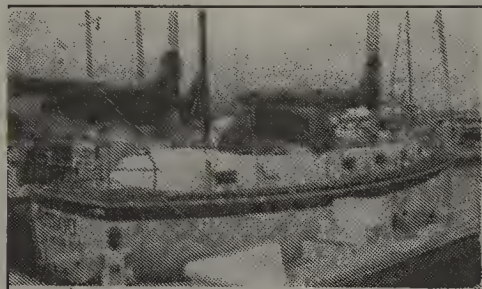
• IN OUR MARINA

Sales: Jack Meagher  
Adam Sadeg  
Keith Gould

Office Manager:

Thelma Gonzalez

## SELLING QUALITY USED BOATS IS OUR **ONLY** BUSINESS



### 1979 SCYLLA (SWIFT) 36' KETCH

An aft cabin cruiser built to Lloyd's specifications. Includes autopilot, Loran, rf, propane, plus more. Ideal as a liveaboard and coastal cruiser. **Asking \$68,000.**



### 1984 CAPE DORY 31' CUTTER

Everytime the seller puts this on the marker, he'd fall in love again and take it off. This time he's serious! Won't be here long at this price! **\$59,500.**

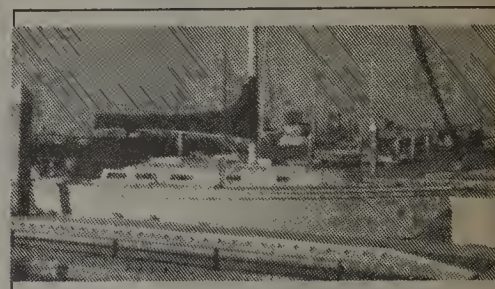


### 1979 RAFIKI 37' CUTTER

Having wintered in San Francisco, this full keel traditional cutter would like to spend the summer with a new owner in preparation for a trip to Mexico, but she has to be sold first. **Asking \$69,500.**

**SELLERS**  
IF WE CAN'T SELL YOUR  
BOAT IN 120 DAYS WE'LL  
PAY YOUR  
BERTH RENT FOR THE  
NEXT 30 DAYS.  
THIS IS A LIMITED, ONE-  
TIME OFFER WITH  
CERTAIN CONDITIONS.  
**CALL NOW FOR DETAILS.**

**BUYERS**  
VISIT OUR  
USED BOAT DISPLAY  
IN THE SPRING  
"IN-THE-WATER" BOAT  
SHOW, APRIL 15-23 AT  
MARINA VILLAGE



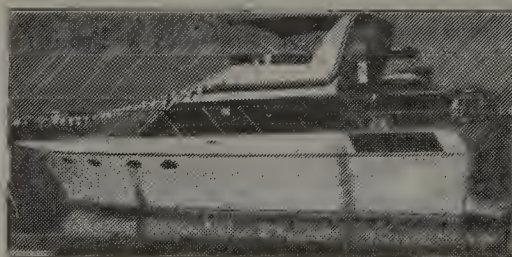
### 1985 PEARSON 36'

This late model features enclosed aft cabin dbt berth w/aft head; roomy, efficient interior, tastefully decorated; well maintained. She leaves a long lasting impression. **Asking \$84,900.**



### 1979 ISLANDER BAHAMA 30

A roomy, comfortable interior in a popular 30 footer with wheel and diesel make this a very nice weekend cruiser and, with the price just reduced, very affordable as well. **Asking is now \$32,000.**



### 1988 CORSICAN 46'

Motoryacht built by Transpac. "New" aft cabin, flybridge; will be sold well below new boat cost of \$300K. **\$239,000 with warranty.**



### 1976 CAVALIER 39'

Built by only the Kiwi's can. This is a tailor cruiser equipped with SSB, autopilot, windvane, dinghy, plus much more. Seller is anxious. Now **\$65,000.**

#### BAY AND COASTAL CRUISERS

• 27' CAL 2-27	21,500
• 28' COLUMBIA 8.3	23,500
• 28' ISLANDER, 2 frm	24,500
• 29' CAL	21,950
• 29' CAL 2-29	25,900
• 29' ERICSON	27,500
• 29' RANGER	19,800
• 30' ERICSON	19,900
• 30' HUNTER	22,900
• 30' HUNTER	28,500
• 30' C&C	35,000
• 30' ISLANDER BAHAMA	32,000
• 30' RANGER	30,900
• 30' SANTANA 30-30	33,500
• 32' ERICSON	29,500
• 34' CAL	32,500

#### TRADITIONAL DESIGNS

• 30' ALBERG	29,500
• 30' CAPE DORY KCH	29,950
• 32' MARINER KETCH	39,500
• 34' CAL, 2 frm	32,500
• 35' ALC	39,000
• 36' ATKINS KETCH	25,000
• 37' RAFIKI	69,500
• 38' INGRID KETCH	75,000
• 52' COLUMBIA	109,500
<b>LIVEABOARD/CRUISERS</b>	
• 31' CAPE DORY	59,500
• 32' ISLANDER	38,000
• 35' NIGARA MKI	75,900
• 36' ERICSON	62,000
• 36' ISLANDER	57,500

• 36' SCYLLA CC	68,000
• 36' PEARSON	84,990
• 36' PEARSON 365	60,000
• 37' GULFSTAR	70,000
• 36' PEARSON 365	60,000
• 37' GULFSTAR	70,000
• 38' ERICSON	79,000
• 38' ERICSON 381	89,000
• 39' CAVALIER	65,000
• 40' ENDEAVOUR	99,500
• 41' ISLANDR FREEPT KCH	90,000
• 45' JEANNEAU	175,000
• 46' SEA STAR 46/PH	150,000
• 47' PERRY	139,000

#### POWER BOATS

• 23' UNIFLITE	12,000
• 27' BOSTON WHALER, 2 frm	67,500
• 32' BAYLINER	42,995
• 32' EAGLE PH	69,500
• 34' FIBERFORM	69,900
• 34' TOLLY CRAFT	74,500
• 35' CHRIS CRAFT	98,900
• 36' GRAND BANKS	89,000
• 38' BAYLINER 3870	99,500
• 41' CHRIS CRAFT	185,000
• 42' GRAND BANKS	185,000
• 43' HATTERAS	198,000
• 44' GULFSTAR	168,000
• 48' PACEMAKER	120,000
• 49' ALBIN	165,000
• 56' PILOT HOUSE SFDAN	149,000